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Hongkong, June 8th: 1910.

For some time past it has become manifest that the Chinese Government will take an early opportunity of again raising the question of the removal of the extra-territorial clauses in the treaties into which she hai has entered with foreign nations. The question, which is one of salient importance to Europeans and Americans in China, has been so fully discussed that little remains to be said upon it in an abstract point of view On the one hand, it may be fairly granted that there is an inconsistency in recognising. China as within the comity of nations, and thus entitled to be considered and treated as on an equality with them, while, on the other, China is demed the right of judicial action over foreigners resident within her boundaries and, according to all recognised principles as applied to civilized nations, under: her jurisdiction. Inconsistent however, as this may appear, common-sense has hitherto sufficiently prevailed in the matter to cause it to be recognised, not only by foreign nations, but by the Chinese themselves, that the exterritorial provisions are reasonable and necessary, and that it would be impossible to apply Chinese laws, es pecially the criminal law, to Europeans. The plain fact is that though civilized in many directions, the Chinese have retained a good deal of barbariem in criminal administration even to the extent of still inflicting torture which makes it impossible for Europeans in the country to be subject to such laws. Even those Chinese who comider that their imprisonment and six hours stocks.

own system is in the main desirable, are. sendible emough to know that any attempt to apply auch laws to foreigners would lead to difficulties, and hence have been willing, though with reluctance, to accept the exterritorial arrangements. At the same time, the Chinese, not unnaturally, feel that this state of things is a derogation from their tons. position as an independent Power; and from time to time the question has been mised nations could not be done away with. The answer on every occasion has been the same. Reform your judicial system so as to secure reasonable justice to our people and exterriquestion is therefore at the present day, merely one plain fact; and it must be dealt with very carefully upon that basis. Up to ang 115th. the present, there has certainly not been any such improvement in Chinese legal procedure as could justify foreign nations in giving up Donglas Gamble as: Commander in Chief of the the security which they at present have. To meet this, the Chinese promise a reform charge at Hongkong in 1905. During his active intheir judicial system; and no doubt a move- career he has been Naval Attache in Russia. ment will be made in this direction. The Purkey, Norway and Sweden. problem is not an easy one with a people hitherto so much wedded to "olo custom. as the Chinese, but, with the forward move. ment which has of late become manifest; there is good reason to hope that the task of reforming their laws, so as to bring them | bail being allowed in the sum of \$40 each within European standards, may not be beyond their scope. Indeed, withthe logical powers combined in the main with commonsense which are characteristic of the Chinaman in action, whatever he may be in theory, the task is one for which, if they set themselves to work seriously and honestly. the Chinese are peculiarly adapted. We may expect, therefore, that before many years have elapsed something definite in the way of reform in this direction will be announced. The change has been promised within something like three years, but possibly it might take ever longer to device a workable scheme. Until this is done, -itwould manifestly be unreasonable to expect foreign nations to give up the exterritorial clauses. Indeed it would possibly be rash to do so, even when a reformed system was introduced, before ascertaining how such system was applied. Good laws may be badly administered; and it is unfortunately notorious how much unsoundness and corruption has hitherto characterised Chinese legal administration among their own people. The best witnesses on this point are the Chinese themselves, who have, and certainly not without reason, been loud in their complaints. Before the change asked for an be granted. European nations must be satisfied, not only that a reasonable code of laws will be introduced, but that it will be reasonably and impartially administered. In insisting upon this, they will be doing, not an injury, but a great service to China herself. If there is one thing which the mass of the people in China would hail with acclamation, it is such a change in the judicial administration; and if the existence of the extra-territorial jurisdiction brings about this result, they will have every reason to be thankful that such an arrangement had

satisfied that they can forego those responsibilities with the certainty that their nationals will receive even handed justice. A belated mail via Siberia was delivered on Monday. We understand that the cause of the

been made. As for as foreign nations are

concerned, they would certainly prefer to be

relieved of the responsibilities which the

system imposes upon them, if they are

Progress on the Kowloon-Canton Railway becomes more marked every day. The terminus at Kowloon Ferry wharf is watched with considerable interest.

delay rests with the postal authorities at Shang-

Te'egrams to Tokyo report that the Japanese bluejackets took first place, with Argentine crews second, in the international boat racing competition at Busnos Ayres.

At the Magistracy Jesterday Mr. E. R Hallifax fined the coxswain of the steam launch Hai Po \$200 for carrying 94 passengers in excess of his licensed -number on the intensity

Overcome by bilge gas, six men (two Europeans) fell into a coffer dam on board the oil tank steamer Conch of London at Singapore on May 30th. One European lies in hospital in a critical condition with a fractured skull.

His Honour the Chief Justice returned to the Col my by the French Mail on Morday and will resume his office. The Hon. Mr. Rees Davie who had been acting Chief Justice in the interregnum, takes up his duties again as Attorney-General.

While the caretaker was absent, a thief lentered; the Chinese temple at Aplichan and departed with the keeper's prousers. The caretaker hastened to the nearest pawnshop, arriving in time to find the culprit pawning his wearing apparel. Mr. Hallifax at the Magistracy yesterday sentenced the thief to two weeks

editors left Yokohama for China. They will order for the entire equipment of a beet engar stay in Nanking for some vivie and then make factory in the north of China. One of those a trip of investigation along the Kangtan

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 21st May amounted to 19,050.49 men of Tokyofor the establishment of an automotons and the sales during the period to 28,630.60 bile manufacturing company in Tokyo. The pro-

At t e Magistracy yesterday Mr. J. R. Wood fined a passenger from Canton by the s.s. Honam whether the exterritorial rights of foreign \$250 for being in possession of a quantity of opium. Another native who was arrested on the steamer . Hoi Ming with five table of the drug in his possession was fined \$45.

The Daily Mail publishes the final scores in toriality will be no longer necessary." The the Empire Shooting Competition. The leaders the change in naval organisation in the Ran are Granville College (New Bouth Wales), 816; North London Rifle Club, 810, The Malay States Rifle Club are 31st, Hongkong 85th and Pen.

> Rest-Admiral H. P. Williams, who has been appointed successor to Rear-Admiral Sir Turkish Fleet, was appointed Commodore in

Two Chinese appeared before Mr. J. R. Wood at the Magistracy yesterday charged with being in unlawful possession of three tubs of oil. Mr. Reider Harris (of Mesers. Wilk. inson & Grist) appeared for the defendants. and the hearing of the charge was adjourned,

An Italian named Elippo, Scarfa, who is being convoyed to Italy to answer a charge of murder, was brought before Mr. E. R. Hallifax at the Magistracy yesterday on an extradition application, and was committed to gad pending the decision of His Excellency the Officer Administering the Government.

A sative who was descending the gangway of the s.s. Kwong Sang with a bundle of clothing on Monday night was detained and questioned by a watchman. While so delayed another passenger left the steamer and claimed the bundle as his. The man who was departing with it appeared before Mr. J. R. Wood at the Magistracy yesterday, and was sentenced to three weeks' imprisonment and four hours' stocks.

The Japan Chronicle learns that the Depart ment of Agriculture and Commerce has under contemplation a proposal to enact a law for the prevention of dishonest practices in business competition. The matter is now being investigated by the Patent Bureau, and a Bill is to be introduced to the Diet in the coming session. The object of the legislation is to protect the reputation and credit of produce and manufactures, to prevent the false declaration of producing places or names, and to check other fraudulent practices, such as telling goods by utilising the credit or reputation of others.

The question of an extension of irrigation works has been discussed at great length by the Provincial Assembly of Hunan At present wooden pumps worked by hands and feet only. His loss is greatly felt, and when the news of time might be effected if more modern methods crowded with people of all classes tendering were adopted. Windmills have been suggested and also pumps worked by exen, but the general opinion is, we gather from Mr. Hewlett's consular report, that some form of simple machinery could be purchased abroad which would meet requirements. The scheme has not Yot taken concrete form, but there is an evident desire for improvement.

An Indian ecustable who was on duty in Canton Road, Kowloon, on Monday night, seeing an Annamite approach with a bundle under his arm, walked towards him. The man from Annam dropped the bundle and ran, but was overtaken by the policeman, and with his bundle was taken to the Police Station. There the bundle was found to contain four rifle barrels and a number of cleaning rods. The Annamite was charged before Mr. J. R. Wood at the Magistracy yesterday with being in possession of arms without a permit, and remarked that the sirms had been given to him by a friend whose acquaintance he made in Yunnan, and whom he was now going to China to visit. The hearing of the case was adjourned.

A further extension of the Navy is to be one of the principal questions in the next session of the Japanese Diet, and the various political parties are said to be making preparations to Sanko (Soya) and his fing lientenant called on belin investigations into of armaments. We learn that the Constitutionalist party has decided to appoint committee to carry out investigations into the position of the Nevy, from a financial and diplomatic point of view. Constitutionalists | with the arrangements for the reception of the generally maintain the necessity of a further Admiral. He was to have been received by a extension of the Navy, but hold that the time guard of honour furnished by the Buffe, accomfor and extent of the increase should be panied by the band, but owing to some miscarefully considered. As to the Army, they understanding the guard all not arrive until deem it expedient to maintain the existing after he had gone. Then the soldiers waited

of Rochdale, against American, German, and other British competitors, have secured the whole of the large order for woodworking Consul Funatsu will entertain the Admiral And machinery required for the equipment of the his officers to differ at his residences new workshops now in course of construction scautlings, and preparing and manufacturing disposal for the occasion. Sports will take the beavier timbers of railway carriages and place, and an interesting programme has been wagens; a plant for the lighter wood and in arranged. The terior fittings; and a pattern shop equipment. It had originally been arranged that the In addition, a shavings and sawdust collecting ornisers were to remain wheek here, but it is installation is to be provided in each department. understood now that they will laws on Satur. Electric motors will provide the motive power.

On the 25th ult iseven Japanese negrosper | A German firm in Brunswick has received an interested in ordering the machinery is the ripercy of the province.

> A scheme is on foot among the business moters are new conducting negotiations with the Automobile Factory at Sankocho, Shiba, Tokyo, with a proposal to purchase its business rights. It is stated that the scheme is backed by the military authorities, and that Lient-General Nagaoka is keenly interested in the matter,

Singapore, which has been called "The Gate of the Pacific," will greatly benefit from Past, writes a correspondent of a London newspaper. Its immensely strong strategical position will be greatly enhanced by the completion of the great docks of the Tanjong Pagar Dock Company, owing to the facilities for docking and refitting they will give not only to the mercantile navy, but to the ships of the Royal Navy. The largest dock will be able to take the latest Dreadnought in and have come thing to spare above and, below. Should master Politics REVIVED matters develop in that direction Singapore may become the headquarters of the Eastern Flett of the

Mr. Cheung-Chang Lu, of Ningpo, China, says an exchange, delivered a lecture on the ult. at the Stepney Public, Library Mile-end, on "The Industrial Development of Mr. In, who is a student of Sheffield University, said that if Great Britain, the kingdom of liberty and fair play, with its vast Empire, and China, a country of immense natural resources and a hard-working people would, without prejudice, assist each other, they would together make a powerful engine of progress in the world. Surely it was time for both countries, which in the past had had much bitterness and trouble through misunderstanding, to try to understand one another

MACAO.

(FEOM OUR OWN CORRESPONDENT) Macao, June 6th.

THE ICE FACTORY. Our correspondent was misinformed when he reported that the Macao Ice Company had closed its doors. We are informed by the manage ing proprietor that such is not the case. The company has no intention of dosing its doors or transferring the factory to Canton, where, however, a new company is being floated. The Macao Lee Company continues its business as

The death took place yesterday afternoon of Dr. Francisco Zavier Pereira, bachelor of law. at the early age of twenty-six. His was a career of much promise. He had studied and practised in Portugal, and he had the distinction of being During the two years he held that office the public had little cause for complaint, and his sense of duty permeated the administration, are used, and it is considered that a saving of his demise became known his residence was their expressions of gegret. The funeral takes place this afternoon.

ROYAL HONGKONG GOLF CLUB. The Captain's Cup was played for at the Happy Valley from the 4th to the 6th inst with the following results: CAPTAIN'S CUP.

* J. G. S. Gausden 95-18 77 85-4 81 John Johnstone Captain Spicer 92-9 83 M. A. Murray 133-18 115 S. H. Dulton ... POOL. M. A. Murray A. W. W. Walkinshaw ... 79 scr. 79 R. O. Hutchison 82-1, 81. J. Hooper 103-18 85 + Winner of Pool.

JAPANESE TRAINING CRUISERS.

The two conizers Aso and Soya; belonging to the Japanese training squadron, arrived here vesterday from Singapore and saluted the port and the flags of the warships in the harbour, In the afternoon Rear Admiral Ijichi, who was accompanied by Captain Sato (Aso) and Captain H.E. the Officer Administering the Covernment, being met by a police escort and conducted to Government House, and later the call was returned by His Excellency.

An mafortungte hitch pecurred in connection standard, but are considering a readjustment. ... for some time before the officer in charge learned that the Admiral had sheady landed.

Messrs. Thomas Robinson & Fon, Limited, To-day the cadets will visit the Paikor Dockyard and will afterwards visit the Indian encampment at Kowloon. At night Mr.

To-morrow Mr. Funatsu will enterte n. the for the South Manchurian Railway at Shakako, junior officers to digner at his residence, and near Dairen. The order consists of three on Friday the Japanese Club will hold a recept. Seymotr received the G.C.B. His retirement distinct plants: the wood mill plant for breaking | tion in honour tof the righters | at the Bace. down timber from the log into boards and course, which has been kindly placed at their

day, and proceed to Banking, thence home; 17.4 17.57.50 17.57

TELEGRAMS.

Protected by the Telegraph Message Copyright Ordinance, 1894. ENUTER'S SERVICE TO THE "RONGKONG

DAILY PRES."

HAGUE ARBITRATION COURT

London, June 6th.

Reuter's correspondent at The Hague telegraphs that at to-day's session of The Hague Arbitration Court Sir Robert Finlay, K.C., opened the case for Great Britain in the British American North Atlantic fisheries dispute. . He gave a lengthy exposition of Great Britain's rights under the Treaty of 1818 to control

London, June 6th.

A meeting of the Cabinet took place this afternoon, after which O'Connor probably Mr. O'Connor had an interview with Mr. Lloyd George.

GERMANT COLONIAL SECRE TARY RESIGNS.

London, June 7th.

Herr Dernburg, the German Colonial Secretary, has resigned.

His resignation is attributed to want of sympathy in the reactionary elements of the Government.

PRINCE FUSHIMI.

London, June 7th.

Prince Fushimi has left St. Petersburg, and is travelling overland to

BIG SHIPPING PURCHASE.

London, June 7th.

The Japan Royal Mail Steam Packet Company has agreed to purchase the whole of the Pacific Steam Navithe youngest chairman of the Leal Senado gation Company's share capital at a price of £25 per share.

MORE RUBBER HORRORS

AMAZON-NOT THE CONGO. Correspondence has been published be-

tween the Aborigines Protection Society and Sir Edward Grey.

The former wrote on May 11th that nothing in the Congo equalled the horror of some of the acts alleged in the enforced rubber collection by a British Syndicate at Putumayo in the Amazon Valley. The evidence was too revolting to be published.

Sir Edward Grey wrote on May 19th that the question was engaging the most serious attention of the Government, who were communicating with the United States as to what course to pursue.

FROM THE "N.-C. DAILY NEWS."] DEATH OF PROFESSOR KOCH.

London, May 28th. The death is announced of Professor Robert Koch, the eminent bacteriologist. at Baden-Baden, from heart disease, at the age

SIR EDWARD SEYMOUR.

On 30th April Admital of the Fleet Sir Edward Hobart Sevinous reached the age of 70 and is consequently placed on the retired list of the Royal Navy. He has had as active and as distinguished a career as any naval officer since the great wars. He came to the China Station in the Calcutta, flagship, of his uncle Sir Michael Seymour, and in her and afterwards other, ships served throughout the second Chinese. War. He was in the flagship's launch when she was sunk in the sharp action of Fatshan Creek and took coart on the capture of Car on and of the Taku Forts. to save life in a sea infested by sharks. In December, 1897, he came out to China as Commander-in-Chief, with his day in the Centurion. It will be fresh in the memory that on the pecasion of the great Boxer rising of 1930 he landed with a strong international naval brigade to attempt the relief of the Legations at Peking. and that his column was hard leset and forced to turn back after severe fighting. For his distinguished services in China Sir Edward

Charmant and Special Skin Tonic and Poudre Charmant; will senable; you to do it. Her Specialities for the Skin are the study of a litetime. A.S. Watson & Co., Ltd., Sole Agents.

blawe, who relinquishes the command at Ports-

mouth to Admiral the Hon. A. G. Curzon-Howe, while the requiremental ratio sad

SUPREME COURT.

Tuesday, June 7th. IN SUMMARY JURISDICTION BEFORE HIS HONOUR MR. F. A. HATELAND

(ACTING PUISNE JUDGE). ALLEGED FALSE IMPRISONMENT. The trial of the action brought by Wong Fu Ng, compradore, against Captain A. A. Johnson of the s.s. Shan On, was continued before his Honour and the following, jury-J. A. T.

Plummer (foreman), J. A. Hunter and D.

Cooper. The claim was for \$1,000 for allegad assault and false imprisonment. Mr. Eldon Potter, instructed by Mr. Davidson (of Mesers, Hastings & Hastings), appeared for the plaintiff, while defendant was represented by Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton (of Messrs. Descon, Looker

Mr. Alabaster, in opening the defence, said that if ever an imprisonment was justified he hoped to show the jurors that this imprisonment was. If the plaintiff wanted damages he should bring another action. The jury could not give him the \$60 which he claimed as part of his legal expenses for employing Mr. Davidson to do anything at the Police Court. It was quite true that when a person was wrongfully imprisoned he could recover any expenses he was put to in getting himself out. That was to say, if he chose to bring habeas corpus proceedings and got out, then he could get costs.

Mr. Potter said his client was entitled to the

\$60 by way of special damages His Lordship-Supposing the case goes

Mr. Potter - Then I cannot recover anything. Mr. Alabaster said if the defence was justified the plaintiff would get nothing, but even if it was not justified he could get no damages. Where a man was brought before a Court and nury charged with a certain offence, and acquitted, no one could bring the same charge against him, but anybody against whom he brought a charge could tell the truth even if he repeated evidence contained in the former case.

Mr. Potter-Does my friend suggest that all the passengers on board the ship were imprisoned P Mr. Alabaster said a definition of imprisonment

was a person being restrained so that he could not go where he liked. -Mr. Potter said power was given to a captain

of a ship by Common Law to there end then take such steps as might be necessary to protect

Mr. Alabaster agreed. A captain was entitled to enforce obedience to his lawful orders by doing as much as was necessary to obtain that chedience and no more. The captain was satisfied in this case by restraining the man's liberty or getting him off the ship. If he had gone further and exceeded the necessity of the case by putting him into irons, there would have been cause of complaint. The man was in custody on board the ship, and put himself there voluntarily, and all the captain wished to ado was to hold him there until he could hand him over to the police. The point the jury had to decide was whether the plaintiff obeyed or disobeyed orders. The second justification was a statutory one under the Merchant Shipping Act. If a passenger on a British ship wilfully obstructs and impedes the crew in the execution of their duty, the contain is entitled to detain that person and hand him over to be tried before a magistrate. Anybody could arrest anybody else to stop a breach of the peace, and Counsel thought, when the jury heard the evidence he was going to call, that they would have no doubt a breach of the peace had been committed on board the ship. Referring to the facts, Mr. Alabaster stated

that this happened in the early morning of the 26th February as the vessel was approaching Hongkong. There was a fog and the steamer went aground just outside Capsuimun. Cargo was shifted, the engines were reversed, and everything that could be done was done, but they could not succeed at the time in refleating the vessel. At about six o'clock a number of Chinese went up on the bridge-among them four of the men who were fined at the Police Court, and two others who spoke in English—and asked the captain for a launch. The captain was busy in trying to get the ship off, and had he given them a launch he would have rendered the company liable to pay for it and as he considered it unnecessary he refused He would tell the jurors that the men who approached him did not say they would pay for the launch. They went away, but returned in a few minutes with others, and demanded that the whistle should be blown. This was denied by the plaintiff. The captain again ordered them to leave the bridge, but they were continually coming and going, sometimes na many as fourteen or fifteen men. At about 8.20 s.m. the ship was floated off, and as they passed Green Island the captain hoisted police flags as a signal for the police to meet the ship. On arrival alongside the wharf there were no police there, but the captain did not open the gates until they came. Then five of the ringleaders of this mutinous and terrifying mob of passengers were given into custody, and one of

them was the plaintiff. Defendant was then called to the witness stand, and after giving evidence on the lines of his Counsel's opening statement was crossexamined by Mr. Potter. He stated that the Chinese when they went on the bridge deck. departed when he waved his hand and asked them as Chinese gentlemen to go below.

So these mutineers were fairly easily cowed

were they not !- Yes. Do you still say they were mutineers?-Approaching it. Oh, only approaching it now. You nipped the mutiny in the bud by simply waving your

hand?—They went away. You had such control of them that by a wave of the hand you nipped the mutiny in the bud? -I wouldn't like to say that. What sters, other than waving your hand.

did you take to check the approaching mutiny -Called the police. That was a long time after. What do you suggest was the mutiny?—Their threatening

aftitude towards me. What steps did you take to check the appro aching muting -- I had no means at my disposal Did you take any steps?—I left them alone.

Then the mutiny stopped of its own accord ! - Yes. Then I don't think you need trouble much more about the mutiny. You had firearms on

board?—Yes And you could have got the Chief Officer to intervene if mecessary, as he did on behalf of the compradors ?-Yes.

He saved the compradors from assault from fifty men. didn't he? Yes. And you didn't think it was necessary either to use firearms or to call the first officer?-The use of firearms would not be allowed. Not even for mutiny ?- It would be the last

But this was not even bad enough to invoke the aid of the first officer, who had just disposed of fifty men ?- It was very serious. But not so bad as that?-No, but it would not have been prudent to interfere with them at that time, really

The hearing was adjourned.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present :- Hon. Mr.W. Chatham, C.M.G.(Vice-President), Hon Mr. A. W. Brewin (Registrar-General), Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Hon Taz, Mr. Lau Chu Pak, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr.W. Bowen Rowlands (Secretary).

REVERSION OF INSPECTOR KELLY.

The Head of the Department submitted a minute relative to the reversion of Inspector S.

Kelly to the Sanitary Department.

The PRESIDENT-No. We have been one inspector short since the last inspector was idea to return it, but not discourteously. transferred to the office of Import and Exports, and I have been endeavouring to get another man, but until the report of the working of the-Excise Service came in the Government did not wish to have the vacancy filled. However, on Inspector Ballen going on leave, the staff was reduced to 22 instead of the usual 24, so I brought any petition. a certain amount of pressure to bear, and as a result Inspector Kelly, formerly of this department, and no longer being required on the railway, reverted to this department.

The paper was laid on the table.

CEMETERY SITES. A report was submitted relative to the alignment of the sites in the Colonial Cemetery for the use of the naval and military commis- the petition.

sioned officers and civil servants. The PRESIDENT explained that it was not quite clear from the map prepared which portions had been allotted to the navy, the army and civil servants. Consequently the papers were re-circulated, the committee visited the cemetery and agreed upon the sites stated in the report. He thought it would be well, as the Vice-President suggested, to fill in the remnining eastern portion before having any burials in the western portion. It seemed to him useless to start in four different

preferable to the suggested amendment, although he did not oppose it one way or another. The idea was that the naval and military should have their respective areas.

The VICE-PRESIDENT said the difficulty that occurred to him was that there was no apportionment made of the balance of space in the part at present used. The part used hitherto had been allowed to lie idle, and he did not see any sufficient reason at the present time for who has to be buried in the Cemetery. departing from the arrangement which had hitherto been enforced.

The PRESIDENT thought it would be well to great deal of trouble and inquiry. continue the use of the present portion of ground for civil servants and to divide the whole of the other plot between the naval and military.

This was agreed to. A PERSISTENT APPLICANT.

An application was considered for permission to use stall No. 56 in the Central Market for the storage of poultry. The application was accompanied by a petition drawn up by a firm of lawyers.

The PRESIDENT said he thought the Board ought not to encourage these petitions, being brought forward. As members would see from the correspondence, it was forwarded by the applicant's solicitors, and the matter was not one to be put before the Board, although they - wanted it to go before the Board. He thought they ought to return the petition, as there could be no doubt about section 73. When there was could satisfy the Board, they had no right in our customary season of Spring fogs, at about any question which concerned the Board, he refusing. thought members would agree that he had never failed to bring the matter before the Board, and he should be glad to have their support regarding The applicant first went to the speaker, and not being able to get what he wanted, he adopted these tactics.

Mr. HOOPER did not agree that any petition addressed to the Board should be returned without the Board seeing it. He thought, if it was addressed to the Board, that members should be judges as to whether it should be returned and he did not like the way the President put it. He thoughtan answer should be sent saying the Board had considered it, but he not think they should allow that the Department should be judges as to whether a petition to the Board should be returned and not brought to the notice of members. He could conceive such a petition, notwithstanding the section to which the President had referred. He would draw members' attention to page 115, the first market byelaw. and these byelaws were made by the Board The one to which he referred stated that market stalls should be classified and set spart by the Board for the sale, respectively, of certain foods. therefore he contended they had a direct interest. If the Head of the Department was to say he was going to let one of these stalls for a purpose other than contained in the byelaws, and so return a petition, he would be out of

The PRESIDENT—That is not the point. I is not a question of whether we are going to let it for poultry or anything else. I inform d the applicant who applied that he could not get it, and when I informed him that it had to go up to tender to be arranged later on, he then sent in this petition. I am not raising the question of whether we shall let it for the sale of poultry or anything else, as that is certainly a matter for the Board. But the applicant says, I want this stall; I cannot get it from the Head of the Department, therefore the Board should let me have it.

Mr. HOOPER-If you have carried out the Ordinance and put it up for sealed tender would say at once that the applicant should informed that the Board cannot deal with it.

But I say we should not allow the Department to return petitions adddressed to this Board without our seeing them.

The REGISTEAR-GENERAL-Has that been suggested, six ? The President -I don't think so.

Mr. HOOPER-I understood you to say so, before the Heard, and suggest now that it should Mr. Hoopen - I think an answer should be

Hon. Mr. Hewerk did not suppose the President contemplated sending a petition back without an answer, but their position seemed very clear indeed from the Ordinance. The applicant The PRESIDENT-Yes.

and I don't see any objection.

Mr. Hoopen - When I referred to the byelaw I thought the President was laying down a

says he wants a stall, but so far he has not succeeded in getting it because the Head of the Sanitary Department would not let him have it

Mr. Hoopen-I quite support you. The REGISTRAR-GENERAL-I think we are all agreed that the Board is unable to entertain

Mr. HOOPER-Yes, I quite agree with that. Members decided that the petition should be

A QUESTION OF RELIGION. An application was made to the Board by Mr Chan Wing To for permission to bury remains

in the Protestant Cemetery. Mr. Hoopen minuted—As there is no proof the deceased was a Christian we have no power to grant it. The fact that the deceased was buried at Caroline Hill indicates she was not a Christian.

Hon. Mr. HEWETT-In view of the very Mr. Hoopen thought the committee's report limited space in the Protestant Cemetery, consider no Chinese should be buried there unless clear proof is brought forward that they were practising Christians during their lifetime. Mr. LAU CHU PAR-Is there not a site set apart for the burial of non-Christians?

The REGISTRAE-GENERAL-I think we in fact that it has cluded all efforts to weigh might assume they were Christians, as the application is made by a Christian. We cannot inquire into the religion of every person assume my grandmothers were Christians, but I can give the Board no proof without a very

The PRESIDENT said this was a question of whether members decided to adopt the report of the committee. The committee decided that this applicant should be told that the remains buried at Mt. Caroline at present must not be removed to the Colonial Cemetery. He was afraid that since the laying out of portion of the Colonial Cemetery for Christians the question would arise new in the case of Chinese and others as to whether they were Christians or not and he did not think that because these Chines ware Christians, their forefathers necessarily were. The fact of the mother being buried a Mt. Caroline seemed to imply that she was nottherwise she would have been buried in the Colonial Cemetery. He thought the onus of the truth as to whether they were a race of Christians lay with them. If the applicant

The VICE-PRESIDENT-Apart from the question of religion it seems to me that it would be undesirable to allow any general practice of the returning of the petition, which was quite | removing remains interred in one cemetery to another cemetery. ... I think that once an interment has taken place there should be very grave reasons for disturbing the grave, and I move

that the application be refused. Hon. Mr. HEWEIT seconded.

The REGISTEAR-GENERAL-I think, sir. the fact is that the applicant already has a grave site in the Colonial Cemetery, and he does not wish to encroach on any other ground.

The PRESIDENT—I am not aware that he has-The VICE-PRESIDENT—It is very exceptional

The PRESIDENT explained that this application was brought about through portion of the new terrace in the Mt. Caroline Cometery being resumed and those buried there were recommended for re-burial in section D. where they would practically have an assurance. that the remains would not be exhumed. This applicant was not prepared to have the remains buried there.

The REGISTRAR-GENERAL -If the applicant has not a site, I agree that the application should be refused.

The motion was carried.

TOBACCO FROM SCOTLAND.

The possibilities of tobacco-growing in Scotland are such that Mr. W. M. Neilson, who has | the entire comet approaches the sun in been carrying out experiments during the last two years, is satisfied that good smoking-mixture tobacco can be grown in that country. He produced considerably more than 400lb. from an area of three-quarters of an acre last year. During the present year he intends to cultivate are acre of tobacco and persevere with his experiments.

The scene of these tobacco trials is Barcaple and Queenshill, Kirkendbrightshire. The land is a clay loam and very stony, fairly well sheltered by plantations, and on one exposed side by a belt

"The grop of 1909." Mr. Neilson states, " not yet sufficiently matured to be fit for manufacture, but the tobacco raised in 1908 has been manufactured by the Ivish Tobacco Company, of Dublin, and sent out as the "Gaelic Mixture, a blend of Scotch and Irish-grown tobacco."

CORRESPONDENCE. HALLEY'S COMET.

(TO THE EDITOR OF THE HONGKONG DAILY PRESS.")

SIR,—Your readers, as well as the members of The Presupent and the petition was the Hongkong C.Y.M.C.A., ought to feel very grateful to Mr. Plummer for his very lucid prosentation of many points with respect to Halley's Comet published in your issue of the 13th ultimo, not ordinarily familar to star gazers. There are, however, one or two more not usually mentioned in the text books which may be usefully added. With regard to the orbit the text books usually tell us that the orbit of a might or might not be justified in sending a body revolving round the sun may be any one netition to the Board, but if he did they could of the cenic sections circular, elliptical, parabol-Mr. HOOPER—Does this increase the staff, only return it, and he understood that that was ic, or hyperbolic. This is only partially true the President's proposal; the petition had been of comets, and astronomers speak vaguely of sent in and he understood it was the President's orbits differing only infinitesimally from a parabola or hyperbola, and yet coming light. round regularly as if moving in a closed circuit Hon. Mr. HEWETT It is perfectly correct, This requires a little explanation not generally given. The orbit of a comet depends upon its original proper motion with regard to the sun. If it have no proper motion it will, of course, fall early morning hours in November (14th, I think), general principle that we could not deal with directly into the central body; on the direction 1886. Waking up and looking out of a window million tons of goods being transported from success which attended the renewed and velocity of the proper motion will depend facing northward I saw the whole of the sky The President—In this petition the man whether the path be one or other of the conic one mass of bright shooting stars, too numerous sections or even partake of the nature of a spiral. | for calculation, which lasted a couple of hours, with a definite proper motion will most likely assume a parabolic path. In its descent it will the phenomenon, so did not at the time record be continually tending to fall into the sun, but my observations. My own conclusions as to the on account of its proper motion the direction of its path will be perpetually changing and it will be carried past till its arrival at perihelion; past this the forces of gravity will be reversed, the attractive tendency will gradually become less strong, and the comet will recede until it has gained its aphelion. But all this while the proper motion of the comet will be acting, and its aphelion as regards the centre will be on the other side of the axis of the orbit, though at the same distance as before. Other things being unchanged a new fall in the same direction as at first will begin. The orbit in fact is similar to that made by a graver in the familiar process of engine turning. This is the simplest

case; but far more complications may be evolved. With regard to the composition of the cometary body itself, astronomers are gradually beginning to arrive at some common accord. As Mr. Plummer states, the nearest analogue we can suggest in our present state of ignorance is fire-damp. We know the matter is extremely light—so light

it. Yet weight it certainly has, because all its motions under the action of gravity are precisely similar to that of even the heaviest under like conditions. But what belongs to a comet as a whole must belong to each individual particle, that is to say, each particle must attract every other particle in proportion to its weight and inversely proportional to the square of the distance, and hence the comet must have mass. and having mass must have its centre of gravity.

When first the cometary body, then, came together in space, before it had come under the influence of external gravity from any other celestial body, it must have consisted of a spherical mass, increasing in density as its own centre of gravity was approached. There is also every reason to believe that the individual particles as they came together would have acquired a motion of rotation round the common centre of gravity. Such at least is the case when particles of air rush into a partial vacuum to form a cyclone; or in a cistern of water when from the beaten track" in Richmond Park we open a plug in the bottom, and so the within 45 hours of the direct appeal to the particles rush together in their efforts to escape. Almighty to solve the mystery.—Enclosing my On the 14th May, for the first time during | card. I am, yours faithfully,

3.40 a.m., I saw Halley's Comet just before dawn, and as if to make up for its long continued obscurity I was rewarded with an exceptionally clear view. The tail extended in a straight line along the zodiacal stars to a distance of over fifty degrees, and the outline was particularly clear and distinct till the whole mass, nearly two thirds of the length of the major axis faded into the dawn. As a rule astronomers form the idea that a comet's tail is always turned away from the sun, and the matter of which it is composed is always streaming away in the same direction, have a tendency to draw their comets as fan-shaped, radiating from the nucleus; in the present case the ellipse for two-thirds of its length was perfect, the minor axis being from 4 degrees to 5 degrees across, so that, considering the enormous distance fallen from aphelion the eccentricity was less than one might have anticipated; but is evidently a function of that of the orbit, increasing in quadratic ratio as the distance from head to tail grows under the lessening distance from the sun. This quite agrees with the suggestion which was published. I believe, for the first time, the other day. by the Director of the Manila Observatory. which had been worked out by myself nearly dent a high official of the Navy said: twenty years ago, that our comet as a whole rotates round the nucleus as the focus of an ellipse. This disagrees with the notion that at perihelion the tail of the comet is whirled round through many millions of miles in the course o a low hours, of which there does not seem any recorded evidence. What does happen is that orbital path, and that at the perihelion the centre of gravity leaves the forward focus, and passes to the after. This is quite in accord with the laws of planetary movement - the comet itself being a microcosm of the entire Solar

a rotating body necessarily involves, the nucleus and centre of motion be also the centre of gravity, we must believe that one half of the entire mass composing the comet is contained in the almost infinitesimal space in front of the nucleus, while the other half is distributed through the tail. The law here according to the universally recognised laws

of motion being that, while each individual particle will pass over squal sectors in equal periods of time, each equi-angular sector will contain an equal mass.

much the same effect in smoke rising-from a miles distant from Japan. peat fire. The curious resemblances seen by many astronomers in their drawings of the come, may again be paralleled in the reflexions from the brightly-turned end of the trunnion of a wellkept gun, or the nave of a rapidly revolving wheel. But there are a few cases, as at Johannesburg a few months ago, where, owing to the excessive condensation, and the consequent friction of the particles of the come on approaching perihelion, the comet has been found to glow from its own light so as to be visible in day-

Mr. Plummer records his experience of an encounter with a comet on the 13th November, 1866. A similar, but apparently otherwise unrecorded appearance occurred at Shanghai in the A body falling from an indefinite distance I was not at the time interested in the study. and presumed someone else would have noted nature of cometary movements do not, it will be observed, always agree with those generally accepted. They are not, therefore, necessarily incorrect; as yet, except in the growing use of photography, and the spectroscope, the astronomer possessed of the most powerful instruments is little in advance of one equipped with the simplest of binoculars. or the maked eye. We have to wait, with confidence, however, for future developments.

THOS. W. KINGSMILL. Shanghai, June 3rd, 1910.

PRAYING FOR RAIN. TO THE EDITOR OF THE "HONGKONG

DAILY PRESS." Canton, 6th June, 1910.

SIR, -- With reference to "Sense's" letter in your issue of June 6th, may I be permitted to enquire why he assumes that it is merely Christian prayers that are responsible for the beneficent rainfall? 'Is " Sense" one of those Christians who sneer at the prayers for rain offered up by Chinese officials in various parts of the Empire as superstitious absurdities, while regarding his own devotions as sacrosanot?--] am, yours faithfully,.

COMMONSENSE.

PRAYING FOR RAIN. TO THE EDITOR OF THE "HONGKONG

DAILY PRESS."

Sir,-"Logic" seems quite annoyed that rain has come, and I suppose he argues its advent is in spite of prayers and not because of them. If "Logic" is English (which I much doubt) he will remember the mysterious case of Mis Hickman, the lady doctor, who disappeared in London one day about seven years ago and could be found nowhere for many weeks. Special prayers were then offered at St. Margaret's. Westminste, for direction, with the result that the dead body of the unfortunate young lady was discovered in a clump of the trees "far

THE SUNKEN "DEWEY." While one side of the drydock Dewey

practically affoat or lightly resting on the bottom of Subig Bay the other side is 14 feet in the mud. and how to get her out of itsis a proposition the naval authorities cannot solve

"We can get her out," said a naval man to a Cablenews American representative. 'but it will be a long and tedious job. One side of her could be easily floated now, but that would do no good while the other side is in the

It is understood that the divers who have been hard at work on the dock during the past two or three days have attempted to dig away some of the mud in order to get at the valves on the sunken side of the dock, without success. The compressed air pumps, of which there now three at Olongapo, will be relied upon entirely to get the water out of the tanks. Two shafts in each bulkhead or tank will be sunk, one to allow the compressed air to enter and the other to permit the water to flow out. These shafts will have to be made tight so that no water will leak in during the process of the work. Were it not for the Dewey being stuck so deeply in the mud the work of raising her would not be particularly In speaking of the possible cause of the acci-

"There is no one up to the present time who actually knows just how the drydock Dewey sank. There is considerable conjecture, but the most likely explanation is that one of the pipes connected with the dock may have broken or the water may have leaked in through faulty valves. The theory of corresion does not seem possible, because a year ago it is understood the valves were overhauled completely and before that they had been in perfect condition for two years without being cleaned. The only way the dock can be floated will be by means of the compressed air pumps. One is being prepared now at Cavite and will probably be installed in a day or two. It will take many days to get the water out, but the method is a sure one and wil probably accomplish the work in time to save a large part of the machinery. However, it will But if, as the suggestion of the comet being take several weeks of hard work before the to the circumstances which rendered Devey can be lifted out of the mud.

> WRIGHT AND GREIG'S "PREMIER SCOTCH WHISEY—just the same as you

get at home in Scotland Advt.

SHIPPING NOTES

The Yokohama office of the C. P. R. is in receipt of a wireless message from the R. M. S. We have little or no evidence to prove that Empress of China, which left Vancouver on the cometary matter is self-luminous, but we have evening of the 25th pit, reporting all well and much to indicate that many of the presumed that the Commander expected to reach Xokohama phenomena, e.g., double or multiple tails, are at 6.00 p.m. yesterday. At the time the above merely the result of reflexion. We can see message was despatched the steamer was 700

The Yomiuri urges the authorities and

citizens of Tokyo to speedily start the work of constructing a harbour for Tokyo, irrespective of whether or not the proposed Tokyo-Yokohama canal scheme is taken up. In a few years the Panama Canal will be opened to international traffic, and as a result a good deal of the shipping will be transferred from the Atlantic to the Pacific. It follows, therefore, that merchantmen will flock to any port in Japan where the accommodation is perfect. Facing Tokyo Bay, the capital of Tokyo will be converted into a splendid harbour, and there is every reason to believe that the construction of a harbour in Tokyo will directly benefit the commercial world in the capital, as much as two be raised, the work of constructing a harbour in Tokyo, which is estimated by some to cost Y.38,700,000, should be started without delay.

In the Yokohama District Court, on the 18th ult:, the hearing was resumed of an action instituted by the Kiito Gomei Kaisha against the Pacific Mail Steamship Co., claiming damages arising out of a fire on a lighter used for landing cotton for the plaintiff firm from a P. M. steamer. Mr. Ideura appeared for plaintiffs, and Messrs. Akiyama and Ikeda for defendants.

In reply to the claim of plaintiffs, reports the Japan Gazette, counsel for defendants contended that the steamship company was under no obligation to pay damages, as plaintiffs had already been reimbursed by the insurance company concerned, in the form of an advance in accordance with the provisions of a special contract concluded between the plaintiff firm and the insurance company.

The hearing was adjourned to June 3rd, when the copy of a similar contract concluded between an Osaka firm and the same insurance company will be produced to the Court by Counsel for plaintiffs.

The returns of shipping and tonnage which passed through the Suez Canal in the years 1907, 1908, and 1909 have been issued as a Parliamentary paper. The returns show that the net tonnage for the past year was increased by 1.774,244 tons as compared with that of 1908, and by 679,093 tons as compared with that of 1907. The increase in the net tomage had the effect of increasing the gross receipts, which amounted in 1909 to the highest sum ever viz.:—120,642,677f., as against 108,452,235f, in 1903, and 116,000,096f. in 1907. The number of ves els which passed through the Canal was 4,267 in 1907, 3,795 in 1908, and 4,239 in 1909, of which 2,651 in 1907, 2,233 in 1908, and 2,561 in 1909 carried the British flar. There was an increase of 1,289,585 tons last year as compared with 1908 in the tonuage of British vessels, which amounted to 9,495,868 tons in 1907, 8,302,802 tons in 1908, and 9,592,387 tons in 1909. During the same period the tonnage of German vessels increased from 2,253,651 tons in 1907 to 2,310,507 tons in 1908, and to 2.381,681 tons in 1909. The percentage of British vessels and their net tonnage increased in 1909 in comparison with 1908, being 60.4 and 623, respectively, as a ainst 588 and 609 in

1908 and 621 and 6451x1907. The percentage of German vessels and their not tonuage was 142 and 155, respectively, as compared with 154 and 169 in 1908 and 136 and 153 in 1907, while the percentage of net tonnage of the other maritime nations using the Canal in 1909 remained practically stationary as compared with the preceding year.

The directors of the Peninsular and Oriental Steam Navigation Company announce an interim dividend at the rate of 7 per cent. per annum on the deferred stock of the company for the half-year ended March 31.

The Nippon Yusen Kaisha has made an arrangement with the South Manchuria Railway under which they will be able to issue through bills of lading for the undermentioned places in Manchuria: - Lisoyang, Fengtien (Mukden). Tiehling, Kaiyuan, Changchun, Kwangchengten, and Chienchinchei. Shipments for the aforementioned places will go by steamers of the following lines:-Yokohama-North China Line, twice a month, from Yokohama, Kobe-North China Line, weekly, from Kobe Korea-North China Line, four-weekly from Kobe.

A company is being formed in to construct a canal between Tokyo Yokohama so as to enable lighters avoid a dangerous voyage between these places.

interest, the Board of Trade inquiry into the loss of the Thisilemor. The catastrophe, which involved considerable loss of life, appeared to them to challenge the effectiveness of the coastwatching arrangements on our coasts to a degree which required close scrutiny. On this score there is certainly nothing to complain about for, while the inquiry was in part directed Thistlemor unmanageable in the gale which prevailed, the alleged defects in the coastguard service were searchingly examined. The result is a finding that the Clovelly lifeboat arrived on the scene of the disaster too late, simply through the hesitation and want of initiative on the part of one coastguardeman and the gross neglect of sang the hymn and three vociferous cheers were duty of another.

The court of inquiry holds that the system of coast-watching on the dangerous North Deven shore is "good as far as it goes," but it suggests that it should go further, and that the constguard should be increased, if necessary, to secure patrolling in rough weather where practicable. This reads like a rather definite challenge of the policy of the Admiralty in steadily reducing the coastguard of recent years. In this respect, therefore, the finding is important. But it will also have the effect of enforcing attention to the point that this question of coast-watching, although primarily a Board of Trade matter, is undertaken voluntarily by the. Admiralty, so that the Board of Trade has no real control of the arrangements. It would seem probable that the Thistlemor catastrophe will eventuate in a reconsideration by Mr. Buxton of the whole question of coast-watching.

Since the recovery of his Majesty's ship Gladiator, which stranded off Yarmouth, Isle of Wight, after collision with a liner, no similar operation has been attended with greater interest than the effort to resoue the stranded Atlantic Transport liner Minnchaha from the embrace of the rocks at the Scillies. The Yokohama to Tokyo each year. The Tokyo attempt must be largely credited to the sagacity journal holds that even if a foreign loan has to of the Liverpool Salvage Association, whose officials have had great experience in this class. of work. The Ranger, the salvage tug used once more on this occasion, was at an earlier stage of her career a British gunboat. Built of wood, she is well able to stand up against the jagged plates of a wounded vessel. The Ranger, by the way, is a sister ship of the Condor, with which a famous exploit of Lord Charles Beresis associated.

> According to a Cherbourg journal, a new combination in Transatlantic shipping is in contemplation. This is the amalgamation of the French Compagnie General Translantique and the American Line. The boats of the new amalgamated service would fly in some cases the French flag and in others the Stars and Stripes. The financial reason of the proposed combination is the necessity of competing with the Cunard, the Hamburg-American, and the North German-Lloyd, which outstrip the French company now in speed by from twelve to twenty-four hours on the crossing. The report of the amalgamation must, however, be at least premature, even if there be some truth in it. The Compagnie Generale Transatlantique is subsidised by the French Government, and presumably would lose the subsidy by the amalgamation. The French Government would scarcely lond financial support to a France-American combination flying the American as well as the French flag.

> > THE PROCLAMATION OF KING GEORGE.

London, May 8th. On Monday King George V. was proclaimed King of the United Kingdom of Great Britain and Ireland, and of the British Dominions

the Seas, Defender of the Faith. Through the courtesy of the authorities we were enabled to follow the royal procession from St. James Palace to the city. Thousands of people crowded the streets, which were lined by troops and police. At Friary Court well known officials. politicians and Society leaders had assembled by nine o'clock, by which time when the Kinks of Arms, heralds, the Duke of Norfolk. Hereditary Earl Marshal of England, Hihe Army officers, members of Privy Council and Cabinet arrived. It was noticeable the children of the Royal Household, Prince

Edward (Duke of Cornwall) Prince Albert, both in Naval uniform, viewed the proceedings from a wall at Marlbourgh House. As Big Ben tolled four trumpeters sounded a fanfare, all hats were off, and Sir Alfred Scott-Gatty (in his Garter King's laterd), supported by the Duke of Norfolk and heralds, read out the proclamation, at the close of which the Duke of Norfolk shouted in a fine voice. "God Save the King. The band then played the National Anthem, and Tinion Jacks, which had been previously flying half-mast, were run up to the mastheads. where they remained for the day. The crowd from here down the Mall sang the National Anthem as in one voice. The procession then proceeded in carriages to Charing Cross, where the same ceremony was gone through in presence of a wast throng of people. Before the last word of the Proclamation was read a white haired man from a carriage raised his hat and called out. "Long Live the King." This was followed by cheers for the King and "Good Queen Mary." It was not until the cheers had died away that the band played the National Anthem. The procession then wended its way to Temple Bar, when the ancient picturesque ceremony which recognises the historic and jealously guarded rights of Lord Mayor and citizens was performed. In times gone by, when the Crown and the City had divergent views upon such matters as taxation, the City had occasion to maintain its right to close the City gates against the King's emissaries. The need to exercise that right has happily passed, the gate at Temple Bar no longer remains to be closed or opened. But historic privilege still survives in the form of an ancient custom to be observed on such occasions as this with pleasant archaic form and ceremonies.

On arrival, the herald's procession found the city barred by a silken cord stretched across he roadway. Sir John Knill, the Lord Mayor, in his robes and chain of office surrounded by his Tokyo sheriffs and aldermen, was standing within his own territory on the City side of the Griffin. He had come dutifully to receive the King's emissaries in his State coach. Some of his citizen train, with a fine sense of the historic. had arrived in motor-cars. Bluemantle Pur-Shipowners have followed, with a great deal of suivent, on horseback, and trumpeters arrivthe City Marshall challenged. Who comes here?" Bluemantle replied. Officer of Arms, who demands entrance into the City to proclaim His Royal Majesty George V." The rope was withdrawn, and the Lord Mayor welcomed the Bluemantle. who read the Proclamation again, and the same peremony was gone through. A long procession was afterwards formed and proceeded to the Royal Exchange. Here some 8,000 people had assembled in the streets and on housetops. On the portice of the building appeared the Lord Mayor and Corporation, Kings-of-Arms, heralds and trumpeters. Somerset Herald proclaimed King George's accession and then the herald in a loud voice called. "God Save the King." A mighty cheer was given and the crowd sang the National Anthem, which was played in turn by the band. The crowd again I given for the King and Queen.

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ADVERTISEMENTS

NOTICE.

FIGHE Authority given Mr. P. B. F. CARTER to Sign jointly with Mr. C. ROBTON has lapsed, Mr. P. R. F. CARTER'S engagement with our Firm having expired on the 4th inst. RERBERT DENT & Co. Canton, 6th June, 1910.

PUBLIC AUCTION.

VITHE Undersigned have received instructions to Sell by Public Auction FOR ACCOUNT OF THE CONCERNED, On BATURDAY, the 11th JUNE, 1910, at 11 A.M., at their Sales Rooms, No. 8, Des Voux Road, Corner

of Ice House Street. 19 Cases of ASSORTED MANILA CIGARS (In Good Order and Condition). Torms :- As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 8th June, 1910. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG," having arrived from the above Ports, Consignous of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 8th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers. Hongkong, 7th June, 1910.

> T. & R. BOOTE, LTD. TILES.

#HHE Undersigned have now in Stock a A Quantity of FLOOR TILES and White and Cream GLAZED TILES, particulars of which may be had on application. GIBB, LIVINGSTON & Co.,

Hongkong, 27th May, 1910. THOUSANDS OF DOLLARS ARE

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By the Use of

SOLIGNUM. the Wood and Brickwork Preservative which really does what is claimed for it. IT IS

ABSOLUTE DEATH TO THE WHITE Extensively used by the British Government at Home and Abread, by H.M. War Department at Hongkong, the Imperial Maritime Customs

and all large local concerns. Prospectus samples and all information from the General Agents,

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FRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig-Fron and Foundry Coke importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515.

AVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING

ARNHOLD, KARBERG & CO Sole Agents.

"PRANA" Sparklet Syphons freshest Sods Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.

SYPHONS ... st \$2.00 each.

BULBS at 0.90 per box WHOLESALE BUYERS:

Can obtain at London price from K WONG SANG HONG, LTD., WROLESALE AGENTS, 246 and 248, Dec Your Road Central.

NOTICE OF

NOTICE.

NTOTICE IS HEREBY GIVEN that the Firm of PERCY SMITH & SETH, for some time carrying on Business as Public Accountants at 5. Queen's Road Central Victoria, in the Colony of Hongkong, and elsewhere, is This Day Dissolved by Mutua Consent.

ME. H. PERCY SMITH will continue to carry on Business at the above-named premises, and Mr. J. H. SETH at No. 4, Ice House H. PERCY SMITH.

J. HENNESSEY SETH. Witness:-C. E. H. BEAVIS, Solicitor, Hongkong.

EXTRACT PABST

Dated 31st May, 1910.

/ | HE best TONIC for keeping in perfect health in the Tropies. It is a Liquid Food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANÆMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application. Siemssen & Co.,

Hongkong, 14th December, 1909. [1519]

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STYLISH BATHING DRESSES and CAPS, MUSLINS, CHECK and CAPS, MUSLINS, CHECK, and DOTTED, BLACK ELASTIC BELTS. Cotton and Silk, UNDERSKIRTS, assorted designs and Shades, PICQUIE with black dots, HANDKERCHIEFS, Ladies' and Gent's, FRILLINGS: &c., &c., &c.

You will find our range INCOMPARABLE for Quality, Style, and Prices. HOOSAIN-ALI & CO., No. 14, Queen's Road Control, Corner of Zetland Street. Hongkong, 1st June, 1910.

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H. OISHI, Manager, No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

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STEAM Launches, Steel Lighters, Wooden Lighters, Steam Cranes (travelling and stationary), Steam Hoists, Lidgerwood Steam Pile Driver, Diving Pump and Dress, Hand Grabs, Capatain, Hand Winches, Driving Pulley, Bolts and Nuts, Hook Bolts, Clutch Bolts, Barrel Bolts, Galvanized Spikes. Pile Bhoes, Chain Hoists, Iron and Brass Screws, Differdange Files, Rolled Steel Joists, Steel Channels, Corrugated Iron Reefing, Reefing Washers, Angle Iron, Cast Iron Columns (suitable for building construction) Whitewashing Machines, Canvas Sewing Machine, Patent Fire Escape "WELL'S" Light, "KITSON" Light, Acetylene Lamps, Hand Pump, Theodolite and Levelling Staff, Ronco Duplicator, Comptometer, Telescope (on tripod), Office Desks and Cupboards.

Apply to-HUGHES & HOUGH, Auctioneers. Hongkong, 4th May, 1910.

NOW ON SALE.

TONGKONG HANSARD REPORTS MEETINGS of LEGISLATIVE COUNCIL for Session 1909.

REVISED BY THE MEMBERS. - - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

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LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS,

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ALING & CO. 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE. Photographic Goods of every Description

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TO. 14, SEYMOUR TERRACE, from 1st July. Apply to-COMPRADORE DEPT. Care of Mesara, GIBB, LIVINGSTON & Co.

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TO LET. L. Cheap Rental.

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LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida Apply to-C. A. B. D'ASSUMPÇÃO,

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GODOWN, No.51, DUDDELL STREET. THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

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TEW and COMMODIOUS SHOPS Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yaumeti.

Area 65,200 square feet with 255 feet Sea Frontage, Especially suited for Storage of Coal, Timber, &c. Apply to-

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HOUSE in Wong Nei Chong Road.

GODOWNS, PRAYA EAST, formerly occupied by M.B.K. A HOUSE in Clifton Gardens. OFFICES in 16, Des Vœux Road Central. "DARTMOOR," No. 13, CONDUIT ROAD. A HOUSE in RIPON TERRACE. OFFICES in No. 2, Connaught Road, II. 3rd Floor. No. 10, DES VŒUX ROAD CENTRAL,

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FFICES in Des Voeux Road. Central. corner of Ice House Street Apply to-MESSES. PERCY SMITH & FLEMING 5, Queen's Road. Hongkong, 2nd June, 1910.

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Nos. 19 and 23, BELILIOS TERRACE. newly painted and colourwashed, cheap rental. No.9, BEACONSFIELD ARCADE (Shop). BEACONSFIELD ARCADE, 1 Room on 1st Floor, suitable for Office. occupation of the Canton Kowloon Bailway. FOR SALE,-TOR CREST, at Peak, commanding a Magnificent View of the Harbour

and Adjacent Islands. WANTED-FURNISHED HOUSE At PEAK, for 3 or 4 months. State terms, accom-modation, and when available, Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Bulldings,
Horgkong, 1st June, 1910. [9] AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction. FOR ACCOUNT OF THE CONCERNED, TO-MORROW (THURSDAY). the 9th JUNE, 1910, at 11 A.M., at their Coal Storage Yard and Godowns, To-Kwa-Wan, About 500 Tone BATAN COAL, in lots of 100 tons each.

A Steam Launch will leave Blake Pier at 10.30 A.M. to convey intending Buyers. Terms :-- As Usual. HUGAES & HOUGH. Auctioneers.

Hongkong, 7th June. 1910.

INSURANCES

FEDERAL MARINE INSURANCE CO., LTD., OF ZURICH.

THE Undersigned have acted as GENERAL AGENTS of the above Company for the past 15 years, and continue to ACOEPT RISKS at Current Rates. DADY BURJOR & Co.,

General Agenta. 28. Des Vosux Road, Central Hongkong, 28th May, 1910.

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1906 £19,121,310.

Authorisea Capital ... £6,000,000 Subscribed Capital .3,275,000 Paid-up Capital 3,204,753 Fire Funds The Undersigned, AGENTS for the show Company, are prepared to ACCEPT RISK! against FIRE and MARINE at Current Bates. SHEWAN, TOMES & CO., Agents.

BANKS

Hongkong, 15th January, 1909.

HONGKONG SAVINGS BANK.

FETHE Business of the above Bank is conducted by the HONGKONG AND SHANGH LI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 per cent per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong And SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum.

BANKING CORPORATION. J. R. M. SMITH. Chief Manager. Hongkong, 12th January, 1907.

ATEDERLANDSCH-INDISCH

For the Hongkong, AND SHANGHAL

HANDELSBANK (NETHERLANDS INDIA COMMERICAL BANK). ESTABLISHED 1863.

Authorised Capital FL 15,000,000 (£1,250,000) Subscribed Capitel Fl. 12,378,100 (£1,031,500) F1. 2,754,338,09 (£229,528) Reserve Fund

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SWISS BANKVEREIN. BRANCHES AND AGENTS all over the Werld. THE BANK transacts every description of

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No. 16. Des Voux Road Contrat. Hongkong, 4th August, 1909 TTHE BANK OF TAIWAN, LIMITED

(INCOEPORATED BY SPECIAL IMPERIAL

CHARTER).

Capital Subscribed (paid up) Yen 5,000,000

HEAD OFFICE: TAIPEH, FORMOSA BRANCHES AND AGENCIES: Swatow Tainan Tameui Canton Nagasaki Tokyo Yokohama Foochow Osaka Shanghai

HONGKONG OFFICE: 3. DES VOEUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager. Hongkong, 9th March, 1910. TNTERNATIONAL DANKING

MORPORATION. CAPITAL PAID UP Gold \$3,250,000, = about Mex. \$7,222,222 RESERVE FUND ... Gold \$5,250,000 = about Mex. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadnesdle House, E.O. LONDON BANKERS: BANE OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, THE CAPITAL & COUNTIES BANK, LIMITED

Branches and Agents all over the World. The Corporation transacts every description of Banking and Exchange business, receives PREMISES at SHAMEEN, CANTON, lately in money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 44 per cent. per annum.

> No. 9, Queen's Boad, Central, Hongkong. N. S. MARSHALL, Hongkong, 1st May, 1910.

Yor 6

For 3

BANKS

EUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Tasls 7,500,000 HEAD OFFICE-SHANGHAI.

BRANCHES Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinantu, Tsingtou,

BOARD OF DIRECTORS, JELIN.

Kobe, Yokohama, Singapore. by the following Banks and Founded Bankers: Kornigliche Seehandlung (Perussische

STAATSBANK) Berlin. DIRECTION DER DISCONTO-GESELLICHAPT OMCTSCHIE BANK S. Bleichroeder BERLINER HANDELS-Berlin. GESTILECHAPT BANE FUER, HANDEL UND INDUSTRIE . ROBERT WARSCHAUER& Co.

SORHER

MENDELSSOHN & Co. M. A. VON ROTHSCHILD & Frankfurt a M. JACOB S. H. STERN NORDDBUTSCHE BANK IN HAMBURG, Hamburg SAL. OPPENHEIM, JB., & Co., Koeln.

BANK. MUMNCHEN. LONDON BANKERS: Mesers. N. M. ROTHSCHILD & SOR: THE UNION OF LONDON AND SMITH'S

BAYERISCHE HYPOTHEREN UND WEGREEL-

BANK, LIMITED. DEUTSCHE BANK (BEBLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account, DEPOSITS received on terms which may be

Banking and exchange business transacted.

A. KOEHN, Manager, Hongkong, 4th December, 1907.

learned on application. Every description of

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL ... £1.500,000 PAID-UP RESERVE FUND

LONDON JOINT STOCK BANK, LIMITED, INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ...

BANKERS:

32 per cent. ... per cent. EVAN ORMISTON. Manager. Hongkong, 26th April, 1910

THE

TOKOHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP Yen 24,000,000 RESERVE FUND , 16,250,000

HEAD OFFICE-YOKOHAMA. BRANCHES AND AGENCIES. Tokyo London San Francisco Lyons Shanchai Honolulu Nagasaki New York Tientain Bombay Hankow Newahwang Peking Dalny Lioyang Chiang Chun Port Artlar Antung

HONGHONO-INTEREST ALLOWED On Current Account at the rate of 2 r er cent. per annum on the daily balance. On fixed deposits for 12 months 4% per annum Banking and Exchange business, receives money

Mukder

TAKEO TAKAMICHI.

Manager.

Tieling

RESERVE FUNDS:-

STRELING

Hongkong, 14th March, 1901. TYONGKONG AND SHANGHA BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

SILVEB. \$15,500,000 RESERVE LIABILITY OF PROP'TORS \$15,000,000 COURT OF DIRECTORS.

G. BALLOCH, Esq.—Chairman.

£1,500,000 at 2/-=\$15,000,000

ROBERT SHEWAN, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. F. Lieb, Esq.
J. W. Bandow, Esq. G. H. Medhurst, Esq.
Hon. Mr. H. Keswick E. Shellim, Esq. C. R. Lensmann, Esq. H. A. Siebs, Esq. S. A. Levy, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH.

MANAGER: Shanghai-H. E. R. HUNTER. LONDON BANKERS: LONDON COUNTY AND WESTMINSTED

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 22 per cent. per Annum. For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent, per Annun, J. B. M. SMITH,

BANK, LIMITED.

Hongkong, 7th May, 1910 THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

Chief Manager.

HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 BESEEVE FUND £1,600,000 RESERVE LIABILITIES OF PROPRIS-

INTEREST allowed on Current Account for 3 ... 21 WM. DICKSON, Manager.

Hongkong, 27th April, 1910. [10]

at the rate of 2 per cent, per annum on the Daily On Fixed Deposits for 12 menths 4 per cent for 6 ,, 31

For your own comfort in Tropical Countries use CALL VERIS Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.

Perfect Personal Cleanliness.

Freedom from Skin Irritation, Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.



THE MIGHTY ENERGISER

stimulates, nourishes and sustains without digestive efforts.

The Power of Beef is in BOVRIL.

COLEMAN'S WINCARNIS,

THE WORLD. WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhibitating effects are a revelation

to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you

THE GREATEST TONIC

cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincornis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

> BUY IT TO-DAY From any leading Chemiet.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

VESSELS EXPECTED.

MINCARNIS

THE ENGLISH MAIL. The P. & O. S. N. Co's str. Arcadia left Singapore for this port on the 3rd inst. at 2.30 p.m., with the outward English Mails, and is due here to-day at about 5 p.m. THE AMERICAN MAIL.

The P.M. str. Asia is due here to-day at 6 a.m. The P.M. str. Mongolia left San Francisco on the 24th ultime for Hongkong, via Hono-Julu, Yokohama, Kobe, Nagasaki and Manila, and is due at this port on the 24th inst. The T.K.K. str. Tenyo Maru left San Francisco on the 31st ultimo, for Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive here on the 28th inst.

THE INDIAN MAIL. The Indo-China str. Laisang left Calcutta for the Straits and Hongkong on the 27th ult., and is due here about the 12th inst. THE GERMAN MAIL.

The I.G.M. str. Roon, carrying the German Mails with dates from Berlin of the 18th ult., left Colombo on the 5th inst. a.m., and may be expected here on or about the 15th inst. p.m. THE AUSTRALIAN MAIL.

The I.G.M. stc. Cobbenz left Sydney on the 4th inst., at noon, and may be expected here on or about the 26th inst.

THE CANADIAN MAIL. The C.P.R. str. Empress of China left Vanconver on the 25th ultimo p.m. for Hongkong via usual ports of call.

MERCHANT STEAMERS. The O.S.K. str. Tacoma Maru from Tacoma left Manila for this port on the 5th inst., and is expected to arrive here to-day. The NYK. str. Mishima Maru (European Line) left Singapore for this port on the 3rd inst, and is expected here to-day.

The T.K.K. str. Manshu Maru sailed from

Moji to this port on the 3rd instant, at 9 a.m., and is due to arrrive here to-day. The Mogul Line str. Chazes from United Kingdom left Singspore on the 2nd inst., and is due here to-morrow morning.

"The "Ben" Line str. Benledi from Antwerp and London left Singapore on the 2nd inst. for this port.

The N.Y.K. str. Awa Maru (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 30th alt, and is expected here on the 12th inst.

The O.S.K. str. Seattle Maru left Tacoma for this port via Japan and Manila on the 28th ult., and is expected to arrive here on or about the 5th prox.



As Supplied to the House of LORDS AND HOUSE OF COMMONS

OLD VAT



THE WAT WAS STARTED BY THE LATE MODERS TROPING

SOLE AGENTO IN MONG KONG, CHINA & MANILLA. A.S. WATSON & COLUD

great Exhibition we must, after congratulating Mr. Kirslfy on his energy and skill, accord to Mr. Hikojiro Wada, the Commissioner-General of the Imperial Commission and his Commissioners, our admiration of their work in bringing to the West the finest exhibition of works of art that has ever been seen out of Japan. We have the products and resources, arts and crafts of Nippon. On entering at Uxbridge Road we pass through a series of palaces lined with cherry blossom and chrysanthemum, Japanese kiosks, mythological statues, marvels in horticulture, and picturesque native stalls with Japanese seticles for sale. In the Scenic Hall is a fine view of Miyajima, and there we see Thence we come to the Palace of Spectroscope, where visitors will see by a long series of views of Japanese life in every phase, Japanese scenery, and Japan at play and at war Passing next through exhibits by the Japanese Government Railways, Departments of Justice and Finance until we come to Wood Lade, we emerge from a grand avenue of tall cryptomeris trees and rows of stone lanterns, and enter the Red Gate of Nara, where we

JAPAN-BRITISH EXHIBITION.

(FROM OUR OWN CORRESPONDENT.)

In consequence of the national bereavement

this feast of beauty was deprived of any

ceremonial opening to-day. The Hon. Pre-

sident, H. R. H. Prince Arthur of

Connaught, K.G., sent the Commissioner-

General, Mr. Imre Kiralty, the following

telegram: - "On the occasion of the opening of

the Exhibition, please accept my best wishes

for its success.—Arthur, Hon. President," to

which a respectful reply was sent. As we are

more interested in the Eastern side of this

London, May 14th.

admire the beautiful corving and graceful tapering of the wood. On the right and left are the tableaux depicting 2,500 years of Nippon, already described in our former notice. The Japan Society here exhibite many historical objects such as documents relating to Will Adams, the first Englishman in Japan, a suif of Japanese armour presented to King Charles II. in 1673, another suit from Windsor, formerly in the possession of George III., armour and swords presented to the Duke of Edinburgh on his visit to the East, &c. On the left of the Court of Honour is the Japanese Industrial Palace, full of beautiful examples of Jupinese goods, where over 800 Japanese firms are exhibiting. These represent furniture, upholstery, cabinets, sorolls, silks, cotton, dyed fabrics, laces, toilet and fancy articles, kimonos and obis, etc. The magnificence of the Oriental display is striking. Passing on we note that an exhibit from Kyoto is an exact facsimile of the sacred gateway, Chokoshi Mon, the original being in the Temple of Higashi Hongwanji. Opposite is a model of the Temple of the Zojoji in Shiba Park, Tokyo. We come to an elaborate stand of sacred altars and bronze and gilt fittings, and enter the Garden

In the Japanese Colonial Palace, occupied wholly by the Government, we see what has been accomplished in Formosa, Korea, and Manchuria. We see the results of Japan's work as a colonizing Power, and Japan justifies herself in claiming respect as such. The display in the Japanese Government Departments is one of the most interesting. There are the Red Cross Society, Medical Science, ancient and modern accoutrements, Naval models, Post Office, Home Office, and a series of most effective battle tableaux representing in diorams the most important national and international wars. The Japanese Art Section is very fine. It contains models of Todaiji, Buddha, a series of twelve models illustrating the development of Japanese architecture, specimens of sculpture dating lack to the 7th century; carving in wood and metals, examples of paintings, etc. In the great industrial machinery halls the whole of the left wing has been taken by the Japanese and is filled with artis io treasures. One special attraction must be mentioned, that of the Nippon Yusen Kaisha showing two models of their vessels standing in a b wer of Spring and Autumn amidst which are seats for the weary sightseers to rest. Having tarried so long in the pavilions the fresh air of the Japanese Gardens will be appreciated. They produce artisti; repose and harmony, and here we can retire into tea houses and partake of the refreshing cup, attended to by real native women. A great attraction will be the famous wrestlers from Japan, in the Canadian Pavilion, and two Japanese Theatres, where over a hundred artistes from Japan will provide entertaisment. Fair Japan, or Japanese village, is very attractive, and here amid proper scenic settings we see the native at work and at play. Formosan Sha, warlike dwellers of Formosa, reside in their own peculiar native-built houses, and are seen at their occupation and sports, war-dances, etc. The Ainn Home is another unique attraction. There is also a Japanese variety show, jujitsu and physical cuture. A Japanese tea-house is an exact replica of those found in the Far East, and dainty little Japanese maidens attend.

to chemicals, alimentation, agriculture, metall-

urgy and marine products.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :---On the 7th at 11.55 a.m.—The barometer has fallen quickly in N.E. Japan owing to the depression, which is moving slowly Eastwards over Hokkaido

Barometric changes in other areas are slight. Precsure is high over the N. part of the China Sea and the Pacific towards the Bonins, and relatively low over the Yangtze valley. Moderate or fresh S. and S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Bea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.04 inches. The forecast for the 24 hours ending at noon to-day is as follows:---

Hongkong & Neighbourhood derate or fresh. Cair, Formosa Channel Same as No. 1 South coast of China between | Same as No. 1

Hongkong and Lamocks | Same as No. 1

South coast of China between | Same as No. 1

Hongkong and Hainan | Same as No. 1.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. Derflinger, which left here on the lat inst, at 1 p.m., arrived at Singapore on the 5th inst., at 5 p.m. The Mogul Line str. Lennow left United Kingdom on the 4th instant for Hongkong via

The C.P.R. str. Empress of Japan arrived at Shanghai at 9.30 a.m. on the 7th inst., and left again at 8 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on the 9th inst. The T.K.K. str. Hongkong Maru left Mo for this port on the 6th instant, at 6 a.m., an is due here on or about the 11th inst.

The P. & O. str. Java is expected to arrive at Colombo on the 16th inst., at 8 a.m. The P.M. str. Korea left Ban Francisco on the 7th instant, for Hongkong, via Japan and Shanghai, and is due here on the 4th prox. Point Godowns, whence delivery may be

TO THE DEAF.

SIMPLE HOME TREATMENT REVOLUTIONISES METROD OF TREATING DEAFNESS.

FULL DESCRIPTION SENT FREE.

A marvellous discovery has just been given to the world which adds one more victory to the many triumphs of science over disease. The Deaf can hear!!!

No longer need deaf people go about wearing the strained, pathetic expression caused by their affliction, a positive burden to themselves and those around them. No longer need they incur the expense or suffer the pain of dangerous Japan's four seasons with all their varied beauty. surgical operations, useless methods, or cumbersome apparatus.

Old prejudices and time-worn fallacies have been entirely swept away. This wonderful discovery enables the patients to cure themselves speedily and surely in their own homes, without a visit to the doctor or even the aid of an

The current number of the "Otological Gazette "contains a full description of this new method of treatment. A copy of this issue will be sent free of all charge to every reader who is suffering from Loss of Hearing or Ear Trouble

Write to-day (a postcard will do) and secure free copy before the edition is exhausted, addressing THE AURAL REMEDIES Co. Dept. 133, Craven House, Kingsway, London,

'SQUARE BOTTLE



SOLE AGENTS IN HONGKONG: and from ALL WINE MERCHAPTS. [46

Makes your skin soft

and smooth. You can easily have a clear, velvety, healthy complexion if you use Rowland's "For Your Skin."

This world-famous preparation quickly removes freckles, redness, roughness, cutaneous eruptions, and other disorders of the skin. Perhaps you know how unpleasant it is to suffer from these skin troubles—but whether you do or not, you should always have a bottle of Rowland's Kalydor handy and use it night and morning. Get it from your chemist. Rowland & Sons, by Hatton Garden, London, E.C., Sold by stores and chemists. Ask for Rowland's Kalydor, of: 67, Hatton Garden, London, and avoid spurious imitations.



For functional troubles, delay, pain and those irregularities peculiar to

Prescribed by the highest French Medical authorities and superior to lansey, steel Drops and Penny royal. CHAPOTEAUT, 8, rue Vivienne, Park. told by all Chamlete.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf Godown Company, Limited, Kowloon, and West

obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 7th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th June, at 9.30 A.M. All Claims must reach us before the 11th

June, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NOEDDEUTSCHEE LLOYD. General Agents.

Hongkong, 31st May, 1910. "INDRA" LINE LIMITED. NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co,'s hazardeus and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.33 A.M. on the 8th inst. No claims will admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessels arrival here. Optional goods will be landed here unless instructions are given to the contrary before

JARDINE, MATHESON & Co., LTD.,

Hongkong, 2nd June, 1910. NORDDEUTCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK." having arrived Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 7th June will be subject

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 7th June, at 9.30 A.M. All Claims must reach us before the 11th June, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by the

Undersigned, This Steamer brings Cargo Ex. S.S. "BARBAREGO" from Venice.

NORDDBUTCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 31st May, 1910.

OSAKA SHOSEN KAISHA NOTICE TO CONSIGNEES. The Co.'s S.S. "TACOMA MARU."

FROM TACOMA, JAPAN AND MANILA. THE above-mentioned Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo

from alongside. Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and

Cargo remaining on board after SATURDAY, the 11th inst., at Noon, will be landed and stored at Consignees' risk and expense. Cargo remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on MONDAY, the 13th inst. No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSEN KAISHA. Hongkong, 7th June, 1910. S.S. "ARMAND-BEHIC,"

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

MONSIGNEES of Cargo from London ex 8.8. "Medoo"from Dunkerque ex s.s. "Ville de Constantine" from Havre er s.s. "Medoo" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence de-livery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before moon on the oth June, requesting it to be anded here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 13th inet, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized. All damaged packages will be examined on the 13th June, at 3 P.M. No Fire Insurance has been effected.

P. THOMAS.

Hongkong, 4th June, 1910.

NOTICES TO CONSIGNEES

FROM EUROPE.

FIHE H.A.L. Steamship

"WESTPHALIA," Captain Buch, having arrived. Con-signess of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf Godown Company, Limited, delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given before To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever. This Steamer brings on Cargo: Ex s.s. "Norge" from Gosteborgs Ex 8.8. " Hilms Bismark " from Halmatad.

HAMBURG-AMERIKA LINIE. Hongkong Office. Hongkong, 6th June, 1910. "GLEN LINE OF STEAMERS."

NOTICE TO CONSIGNEES. FROM ANTWERP, MIDDLESBRO, HULL,

LONDON AND SINGAPORE. THE Steamship

"GLENTURRET," Captain R. Webster, having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods are being landed at their risk into the Godewns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. Kowloon, and stored at Consignees' risk and

Optional Goods will be carried on unless instructions are given to the contrary before

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, 13th inst., at 3 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 13th inst. will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 6th June, 1910.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies)

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA," having arrived from the above Ports, Consigness of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 17th inst., or they will not be recognised. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M. No Fire Insurance has been effected. CARLOWITZ & Co.,

Hongkong, 9th Jane, 1910. THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC." FROM TACOMA, VICTORIA, YOKO. HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignsture and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consigneer risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LID., Agents. Hongkong, 3rd June, 1910.

THE NEW FRENCH REMEDY THERAPION MARK

This successful and highly popular running, used in the Continental Hospitals by Ricord, Rostan, Johnst. Velpeau and others, combines all the designate to be sought in a medicine of the kind, and surpasses, prerything hitherto employed.

THERAPION The mark-ally superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, broughlits, authors, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief whereother well-tried remedies have been powerless.

THERAPION NO. 2 for imof blood, scurvy, pimples, spots, blobches, pains and swellling of joints, secondary symptoms, gout, sheumatism,
and all diseases for which it has been too much a fashion

and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly climinates all poisonous matter from the body.

THERAPION NO. 3 for extion, sleeplessness, and all districting consequences of dissipation, worry, overwork, early error, excess, &c. is possesses surprising power in restoring strength and vigour to those suffering from enervating inducences of long residence in hot, unhealthy climates.

THERAPION Is sold by principal out the world. Frice in England 1/9 per packet. In ordering, state which of the three numbers required, and observe above Trade Mark, which is a fac-simile of world. There are as it appears on British Government of Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Mos. Counsessoners, and without which it is a forgery.

Saturday, 11th June-Auction of Assorted Manila Cigars at Sales Rooms, by Messrs. Hughes & Hough, 11 A.M.

SHIPPING. ARRIVALS. ALINE WOERWANN, British str., 1,449, J. D. Martin, 7th June Saigon 2nd June, Rice and General - Chinese. Aso, Japanese orniser, Sato, 7th June-Singa-

CHEONGSHING, British str., 1,265, Liddell, 7th June-Tientsin 28th May, General-Jardine, Matheson & Co. FOOKSANG, British str., 1,987, T. A. Mitchell,

7th June-Singapore 1st June, General-Jardine, Matheson & Co. FURUI MARU, Japanese str., 4,189, Y. Marakami, 6th June-Moji 1st June, Coal-"Mitsui Bussan Kaisha.

HAIMUN, French str., 636, E. de Catalano, 7th June-Haiphong 4th June, Rice and General-Messagories Maritimes. HARATA MARU, Jap. str., 6,161, A. Mocker, 7th June-Singapore 1st June, General-

Nippon Yuson Kaisha. KWANGLEE, Chinese str., 1,468, Leseven, 7th-June-Shanghai 3rd June, General-C. M. S. N. Co.

KUMANO MARU, Japanese str., 3,147, M. Winckler, 7th June - Nagasaki 3rd June, General-Nippon Yusen Kaisha. PAKLAT, German str., 1.018. Jon. Wenyel, 6th June-Bangkok 30th May, Rice-Butterfield & Swire. SENEGAMBIA, German str., 3,780, Eckhorn;

7th June-Shanghai 3rd June, General-... Hamburg-Amerika Linie. SHANSI, British str., 2,650, E. J. Pottinger, 7th June Tsington 2nd June, Salt and

General-Butterfield & Swire. SHAOHSING, British str., 1,307, McIntosh, 6th June-Shanghai 2nd June. General-Butterfield & Swire. SILVIA, German etr., 6,520, Porzelius, 7th June - Jankow 31st May, General-Hamburg-

Amerika-Linie. Soyo, Japaneso cruiser, Suzuki, 7th June-Singapore YINGCHOW. British str., 1,216, D. Frazier, 7th June-Swatow 6th June-Butterfield &

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

7th June. Glenturret, British str., for Shanghai. Hongkong, French str., for Haiphong. Kwanglee, Chinese str., for Canton. Kwongsang, British str., for Swatow Pitsanulok, German str., for Bangkok. Shinchiku Maru, Japanese str., for Moji. Silvia, German str., for Straits. Soshu Maru, Japanese str., for Swatow. Suimow, German str., for Hankow. Taiwan, British str., for Mauritius. Tango Maru, Japanese str., for Singapore. Yawata Maru, Japanese str., for Nagasaki, Yingchow, British str., for Saigon.

DEPARTURES. 7th June. AMIGO. German str., for Hollow. CHENAN. British str., for Canton. HAITAN, British str., for Swatow. HELENE, German str., for Touron. Illyria, German str., for Straits. JAPAN, British str., for Singapore. KIANG CHING, Chinese str., for Canton. Kwongsang, British str., for Shanghai. MATHILDE, German str., for Haiphong. NANCHANG, British str., for Swatow.

PARHOL, British str., for Saigon. SEANG BEE, British str., for Amoy. SINGAN, British str., for Holhow. TEAT, British str., for Manila. TOURANE, French s r., for Europe, &c. WESTPHALIA, German str , for Shanghai.

shows all shipping reports. The British str. Yingchow reports: Moderate breeze and fine weather. The French str. Hamun reports: Fresh Southerly winds and clear weather. The British str. Fooksang reports: Fine weather, smooth sea, light winds, favourable currents.

VESSELS IN DOCK. June 7th. Kowloon Dock.—Union, St. Enoch, S.M.S. Cormorant, Gloria, John Prentice, Sarie

TAIROO DOCK-Suverio, Tai On, Callao.

Bandjer, Manche, Lightning, Rha Verde.

VESSELS ON THE BERTH CANADIAN PACIFIC

RAILWAY CO. FOR VANCOUVER.

Co. Lup.

FIRE Steamship "OCEANO."

FROM HONGEONG, ON SATURDAY, the 11TH JUNE,

FOR VANCOUVER DIRECT. To be followed by SUVERIC 18th June. KUMERIC ... 5th July.

AYMERIC 25th July. SUVERIC 23rd Aug. Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies. For further information regarding rates of

freight, etc., apply to CANADIAN PACIFIC RAILWAY Co.,

Hongkong. Hongkong, 27th May, 1910.

"INVER" LINE OF STEAMERS, LTD. FOR NEW YORK VIA SUEZ CANAL.

"INVERCLYDE. Capt. Alexander, will be despatched as above on SATURDAY, the 25th inst. For Freight apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 7th June, 1910.

FIHE Steamship,

Hongkong, 24th May, 1910.

or of the state of the land of the Salar Elly Free Studies to the Sear Children in Sear County

To ascertain the ancharage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchering nearest Kowloon are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

2. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

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| LONDON, &c., VIA USUAL PORTS OF CALL | Assaye | Brit. str. | | Owen Jones B.N.B | P. & O. S. N. Co | Un 11th that at 1400n. |
| | BORNEO | | | W. H. S. Hall, H.N.R. | P. & O. S. N. Co | Assemble Contraction of the cont |
| LONDON, ROTTERDAM & ANTWEEP | Breconshire | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | • • • • • • • • • • • • • • • • • • • | 1 Tomingon | i Jardine, Matheson, & Cocclidi | THE STATE OF THE PROPERTY OF THE PARTY OF TH |
| ROTTERDAM, HAMBURG & ANTWERP, &c | SILVIA | | | Porzelins | HAMBURG-AMERIKA, LINIE | 134 C. Dec. 138 Dec. Carlo |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | SITHONIA | The state of the s | k. w. | | HAMBURG-AMERIKA LINIE | To-day, used nationals y |
| | SENEGAMBIA | | E. W. | | HAMBURG AMERIKA LINIE | On 19th inst. |
| | SUEVIA | | | Kotzte | HAMBURG-AMERIKA LUNIS | ore's Caristife bill of |
| HAVRE & HAMBURG VIA STRAITS, &c | WESTPHALIA | | | To a find a company of the company o | HAMBURG-AMERIKA LINIE | On 17th July. |
| HAVRE & HAMBURG VIA STRAITS, &c | ABABIA | | k.w. | Rigtorealli | MESSAGERIES MARITIMES | to On 21st instructo le P.Meger |
| MARSEILLES. &c., VIA PORTS OF CALL | TARRA | | | | MELCHERS & Co coits | al middle of June () and find |
| MARSEILLES, COPENHAGEN & GOTHENBURG MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C | CANTON | T. T. L. V. V. L. V. L. V. L. V. L. V. L. V. L. V. V. L. V. V. L. V. V. L. V. | · · · · · · · · · · · · · · · · · · · | F. L. Sommer | NIPPON YUSEN KAISHA | "I All vous man, or makes I |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C | AKI MARU | Taxan art as | 1 1 1 1 1 1 1 1 1 | K. Homma | NIPPON YUSEN KAISHA | On oth July; at Dlight |
| NAPLES, GENOA. ALGIERS, GIBBALTAR, &c | P. E. FRIEDRICH | | tall the second to the second | E. Molohow | | On 15th inst. at Noon. |
| THIES TO VA SINGAPORE, &c | E. F. FEBDINAND | Aus. sur | | B. Cobol | SANDER, WIELER & CO | On 28th inst. |
| NEW TORK | AFRICAN PRINCE | Am. str | | The state of the state of the state of | ARNHOLD, KARBERG & CO. | On 25th inst. |
| NEW YORK, VIA SUEZ CANAL | INVERCLYDE | 子見 / ★★ / 5 ★ / 2 しょうかいりょく | | Alexander | Jardine, Matheson & Co., Ld. Dodwell & Co., Ltd. | an command the small of significant |
| VANCOUVER, B.C., TACOMA & SEATLLE VIA JAPAN | OCEANO | Brit. str | | | - 1 Mars | On 11th instruction of tech |
| VANCOUVER (DIRECT) | OCEANO | Brit. str | (T) 851 23 | D Company | DANGERTY, & CO. LAD | On 18th inst |
| VANCOUVER. B.C., TACOMA & SEATTLE VIA JAPAN | SUVERIC | Brit.str. | e e e | F. S. Cowley | CANADIAN PACIFIC R. CO | On 25th inst., at 6 P.M. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | EMPRESS OF CHINA. | · • • · · · · · · · · · · · · · · · · · | | | CANADIAN PACIFIC B. Co | On loth Aug., at Noon. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | MONTHAGLE | Brit str Jap. str | | 3. Isbikawa | NIPPON YUSEN KAISHA | On 21st inst., at 4 P.M. |
| VICTORIA, BC, & SEATTLE VIA REELUNG, &c | INAHA MABU | Jap. str | | K. Kawara | NIPPON YUSEN KAISHA | On 19th July, at 4 P.M. |
| VICTORYA, B.C. & SEATTLE, VIA KEELUNG, &c. | TACOMA MARU | Jap. str. | | TT 77 | OSAKA SHOHEN KAISHA | On 15th inst., at Noon |
| TACUMA VIA KEELUNG & JAPAN CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &C. | Hongkong Maru | Jap. str. | | | Toyo Kisen Kaisha | On 25th inst at Noon. |
| AUSTRALIAN PORTS VIA MANILA | 1: | Jap. str. | Will be a second of the second | M. Winckler | NIPPON YUSEN KAISHA | On 10th inst., at Noon. On 18th inst., at D'light |
| AUSTRALIAN PORTS VIA MANILA | PRINZ SIGISMUND : . | Ger. str | | | MELCHERS & Co | On 25th inst., at 4 P.M. |
| AUSTRALIAN PORTS VIA MANILA | TAIXUAN | Brit. str | . 1 m. | L: Dawson | BUTTERFIELD & SWIPE | |
| AUSTRALIAN PORTS VIA MANILA | YAWATA MABU | . Jap. str | | T. Sekino | NIPPON YUSEN KAISHA | To-day, at Noon |
| NAGASARI. ROBE & YOKOHAMA | YAWATA MARU | Jap. str | | A. E. Moses | NIPPON YUSHN KAISHA | To-morrow, at 5 P.M. |
| KOBE & YOKOHAMA | Mishima Maru . | Jap. str. | | H. Raegener | MELCHEES & Co | About 28th inst. |
| YOROHAMA AND KOBE | COBLENZ | Ger. str. Dut. str. | | Zwart | | Quick despatch. |
| JAPAN | TJILATJAP KUEICHOW | The second second second second | | | Butterfield & Swife | On 14th inst., at 4 P.M. |
| CHEFOO & TIENTSIN | CHEONGSHING | Roll adv | | V. McClyonmt-Lidde | Jardine, Matheson & Co., Ld | On 10th inst., at 4 P.M. |
| SHANGHAI, YOKOHAMA & KOBE | NIPPON | The second of th | | | | Beginning of June. |
| SHANGHAI VIA SWATOW | Kwongsang | Brit. str. | , i — | F. Wheeler | JARDINE. MATHESON & Co., LD | To-day, at 10 A.M. To-day, P.M. |
| SHANGHAL MOJI & KOBE | HAKATA MARU | | · | | NIPPON YUSEN KAISHA P. & O. S. N. Co | |
| SHANGHAI | ARCADIA | | | S. Barcham | | |
| SHANGHAI VIA SWATOW, AMOY & FOOCHOW | CHOSHUN MARU . | Jap. str | | T. Suruga | BUTTERFIELD AND SWIRE | On 9th inst., at 4 P.M. |
| SHANGHAL | | Brit. str | | | JARDINE: MATHESON & CO., LI | On 10th inst, at Noon. |
| SHANGH AI, KOBE & MOJI | FOOKSANG | Brit str Brit str | | M. Courtney | | on 11th inst, at Noon |
| SHANGHAI | CHOYBANG | Brit. str. | | C. Lindbergh | BUTTERFIELD & SWIES | On 12th inst., at Dugni |
| SHANGHAI. KOBE & YOKOHAMA | | Ger. str. | | Neumann | Hamburg-Amerika Linin | On 15th inst. |
| | I HAAN | Gar str. | | H. Rehm | MELCHERS & Co | About 15th inst. |
| THE ARCITE AT | SZECHUEN | DEIL BUE. | | | BUTTERFIELD & SWIRE | A hand 16th that |
| COLUMN TALLEM A RESOLUTION OF THE STATE OF T | T 131/11/16/16/16 144 140 1 | [81] Browners name 1 | | A. G. Cubitt, E.N.R. | P. & O. S. N. Co | On 19th inst. at D'light |
| |] UHINHUA | " DETP DITE ! | A A A A A A A A A A A A A A A A A A A | A. HINTIS | Butterfield & Swire Messageries Maritimes | On 20th inst. P.M. |
| SHANGHAL KOBE & YOKOHAMA | TONBIN | Com of the | 1 | | HAWRIEG-AMBRIKA LINIK | *** |
| SHANGHAI KOBE & YOKOHAMA | MECKLENBURG | The design | ₹. ₩ . | | | |
| | I TIILIWONG | eri Dun ome i | 144 | AND A TOTAL AND ADMINISTRAL TO A REAL AND A STATE OF THE PARTY OF THE | OSAKA SHOSEN KAISHA | To-day, at 10 A.M. |
| ANPING VIA SWATOW & AMOY | DUBEC MARC | Tananaha | | V Kahnyaki | OSAKA SHOSEN KAISHA | On 12th inst., at 10 A.M. |

DALJIN MARU ... Jap str. ...

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Brit. str. ...

Dut. str. ...

TO. SAIL.

HAICHING

HAIYANG ... *** ***

Loongsand...

ZAFIRO...

LIGHTNING ...

MAUSANG ...

COLOMBO MARU

TJIPANAS ...

...

RUBI

BREMEN NORDDEUTSCHER LLOYD. IMPERIAL GERMAN MAIL LINES.

... ...

TAMSUI VIA SWATOW & AMOY

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ాయ్లు అందు కార్యాలు కార్యాలు ఉంది. అద్వారం కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్ మండ్రికి మండ్రికి మండ్రికి కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్యాలు కార్యాలు కా

SINGAPORE, PENANG & CALCUTTA

BOMBAY VIA SINGAPORE & COLOMBO

SINGAPORE, PENANG & CALCUTTA

BATAVIA, CHERIBON, SAMARANG, &c. ...

SWATOW, AMOY & FOOCHOW

SWATOW, AMOY & FOOCHOW

KUDAT & SANDAKAN

Hongkong, 6th June. 1910.

MANILA

MANILA

SANDAKAN

| NAPLES, GEN | NOA, ALGIERS, | RINZ EITEL FRIEDRI | ACAL ACAL |
|--|----------------------|---------------------------------|---------------------|
| | SOUTHAMPTON, | Capt. B. MALCHOY | June at Noon. |
| | AGASAKI, KOBE | ROON " Cept. H. REHM | About 15th June. |
| MANILA, YAP, GUINEA, BRI and MELBOUR | SHANE, BIDNEI | PRINZ SIGISMUND". Capt. D. LENZ | June, at D'light |
| УОКОНАМА & | | CABLENZ" Capt. H. RAEGEGEE | About 28th June. |
| KUDAT & SAN | DAKAN | "BORNEO" Capt. F. Sembill | End of June. |
| For further P | ecciculars, apply to | RDDEUTSCHER I | LOYD, |
|) | | MELCHERS & Co | 0., |

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America. PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER.B.C.. TACOMA & SEATTLE MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | To Sail on or A | bout. |
|----------|-------------------------|-------------------------------------|--|---------------|
| OCEANO | 4,657 6,232 6,232 | F. W. Davies F. S. Cowley J. Mathie | On 11th June On 18th Jun On 5th July | |
| AYMERIC | 4,363 6,232 | J. Boyd | On 26th July On 23rd Aug | 18 t . |

* This Steamer will not call at Shanghai. These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to The state of the same of the same of

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SHEWAN, TOMES & CO

J. B. v. Damme Jelinh JAVA-CHINA-JAPAN LIJN ...

DOUGLAS LAPRAIK & Co....

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Hodgins

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

BHANGHAI. FOR "TONKIN" SHANGHAI, KOBE &) On 20th June, P.M. Capt. Charbonnel YOKOHAMA ... On 21st June, "YARBA"

MARSEILLES, VIA PORTS Capt. Ristorcelli 1 Р.М. Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters ment Passengers on their arrival in Marseilles. For Further Particulars, apply to-P. THOMAS, AUENT,

Queen's Building. Hongkong, 26th May, 1910.

ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE!"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS" OCEAN TRAVEL.

From Hongkong. From St. John, N.B. From Quebec. "EMPRESS OF CHINA" SAT, 25th June "ALLEN LINE" FRIDAY, 22nd July "EMRPESS OF INDIA" SAT., 16th July "EMPRESS OF IRELAND"Fat., 12th Aug. "EMPRESS OF JAPAN" BAT., 6th Aug. | "ALLAN LINE" FRIDAY, 2nd Sept. "MONTEAGLE" TUESDAY, 16th Aug. "EMPRESS OF CHINA" SAT., 27th Aug. "EMPRESS OF BRITAIN" Fe1., 23rd Sept. "EMPRESS OF INDIA" SAT., 17th Sept. "ALLEN LINE" FRIDAY. 14th Oct.

Steamships leave HONGKONG at 6 P.M. "Empress" at 12 Noon.

FIRE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped

with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers)
and let Class Railway First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Podder Street and Prays, opposite Blake Pier

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius. /THE Steamship

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 9th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Hongkong, 8th June, 1910.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

JARDINE, MATHESON & Co., LD..., On 10th inst., at 4 P.M.

SHEWAN, Tomes & Co On 11th inst, at Noon.

JARDINE MATHESON & Co., LD ... On 14th inst., at Noon.

End of June.

On 14th inst.

Quick despatch.

On 14th inst, at 10 A.M.

On 10th inst, at 10 A.M.

On 17th inst, at 4 P.M.

On 18th inst, at Noon

To-morrow, at Noon.

STEAM C FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS, LYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, MERYCAN AND SOUTH AFRICAN PORTS THE Steamship On 15th inst. at Noonas

Captain Owen Jones, E.N.E. carrying Hia Majesty's Mails, will be despetched from line for Bombay, &c., on SATURDAY, the 11th June, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Persia," 7,951 tons, from Colombo, passengers' accommodation

in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCHANA," dus

in London on the 10th July, 1910. Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 30th May, 1910. THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK On 12th inst., at D'light (With Liberty to Call at the Malabar Coast

THE Steamship

"AFRICAN PRINCE" will be despatched for the above Port on On 19th inst. at D'light. TUESDAY the 14th June. 1910. For Freight and Passage apply to ARNHOLD, KARBERG & Co.,

General Agents. Hongkong, 18th May, 1910.

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON. ROTTERDAM and ANTWERP.

THE Steamship

"BRECONSHIRE." On 11th inst., at Noon. Captain Tomlinson, will be despatched as above on or about the 20th June. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ld.,

Agenta. Hongkong, 31st May, 1910.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY

STEAM FOR FIUNE AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZIT to PERSIAN GULF, RED SEA, BLACU

SEA, LEVANT, VENICE, and ADRIATIO PORTS). THE Company's Steamship

"E. FRANZ FERDINAND," Captain Cobol, will be despatched as above on TUESDAY, the 28th June. This Steamer has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stewardess. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Princes Buildings. Hongkong, 1st June, 1910.

Cutler, Palmer & Go.'s

SPE

BLEND

YELHW.



SHIPPERS Gutler, Palmer & Go., London.

AGENTS HONGKONG.

STEAM NAVIGATION COMPANY.

| TOR. | | ST MAMW R8 | | TO SATE | RHMADKS |
|--|---------------------|-------------------|-----------------|----------------|----------------------|
| BHANCHAI | ARCADIA Capt. S. | | | 5.30 P.M., 8th | Freight and Passage. |
| LONDON HIA USUAL PORTS | 482477 | | | | THE PARTY OF THE |
| LONDON and ANTWERP VIA SINGAPORE, PEN- ANG COLOMBO, PORT | BORNEO Capt. W | A 10 A 20 B | | | |
| SAID and MARSEILLES | ROMATT | | | . Atca | |
| | e star esta | or, output | g Abrahiaks 444 |) Jule | Pasage. |

Horgkong, 8th June, 1910.

| SAILINGS SUBJE | CT TO ALTERATION. |
|---------------------------|---|
| SHANGHAI | "CHENAN" On 9th June 4 PM |
| SHANGBAI | "LINAN" On 9th June, 4 P.M. "LINAN" On 12th June, D'light |
| CHEFOO & TIENTSIN | "KUEICHOW" On 14th June 4 n |
| SHANGHAI SHANGHAI | BZEUHUEN " On 16th June, 4 P. M. |
| MANILA, ZAMBOANGA, THURS. | "CHINHUA" On 19th June, D'light |
| DAY ISLAND, COOKTOWN. | "TAIYUAN" On 25th fone 4 p ar |
| BANE. SYDNEY & MELROURNE | "TAIYUAN" On 25th June, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian; New Zealand and Tampalan Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior-

Passenger accommodation with Electric Light throughout and Electric Fans in the State-

rooms and Dining Saloon. EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," CHENAN," CHINHUA "and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung."

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36. For Freight or Passage apply to-BUTTERFIELD & SWIRE, Hengkong, 7th June, 1910 AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG SOUTH CHINA COAST POBTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS ELECTRIC LIGHT AND FIRST-CLASS OUTSINE. STEAMERS. THAVING.

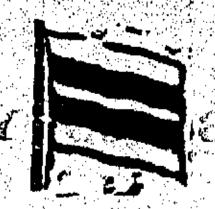
", HAIYANG," SWATOW, AMOY and f FRIDAY, 10th June, Capt. A. E. Hodgins FOOCHOW. HAICHING" SWATOW, AMOY and TUESDAY, 14th June, Capt. W. C. Passmore" Took FOOCHOW. at 10 Am.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER),

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 8th June, 1910.



(THE JAPAN MAIL STEAMSHIP CO.)

| | DESTINATIONS. | Sthamber. | TONE. SAILING DATES. |
|---|--------------------------------|---------------------------------|-------------------------------------|
| | | | |
| | MARSEILLES, LONDON and | KAMO MARU |]WED'DAY, 22nd |
| İ | ANTWERP. via SINGA- | Capt. F. L. Sommer, AKI MARU | 9,000 June, at Dayligh |
| | PORE, PENANG, COLOMBO and PORT | Capt. K. Homma, | 7,000 WED'DAY, 6th July, at Dayligh |
| ١ | | | |

June, from Kobe. Capt. J. Nagao,

VICTORIA, B.C. and SAWA MARU SEATTLE, via KEELUNG, Capt. S. Ishikaw BHANGHAI, MOJI, KOBE, S. TAYAR. TUESDAY, 21st June, at 4 P.M. Capt. S. Ishikawa, § INABA MARU YOKKAICHI and SHIMIZU TUESDAY, 19th Capt. K. Kawara 7,000 J. July, at 4 P.M. KUMANO MARU FRIDAY, 10th via MANILA, THURSDAY June, at Noon. Capt. M. Winckler, ISLAND, TOWNSVILLE

YAWATA MARU FRIDAY, 8th July, and BRISBANE Capt. T. Sekine, 5,000 f at Noon. SHANGHAL MOJI and HAKATA MARU WED'DAY, 8th KOBE Capt. A. Mocker. June, P.M.

NAGASARI KOBE and YAWATA MARU WED'DAY, 8th YOKOHAMA Capt. T. Seking. June, at Noon. MISHIMA MARU KOBE and YOKOHAMA

THURSDAY, 9th Capt. A. E. Moses, 9,000 June, at 5 P.M. BOMBAY via SINGAPORE (* COLOMBO MARU TUESDAY, 14th and COLOMBO Capta Er Combes. 5.000 је Јиле,

CHEAPEST

HONGKONG AND JAPAN PORTS.

Commencing "Aki Mara" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

\$120 \$110 1st CLASS \$100 **\$90** \$ 80 \$ 70 60 \$50 2nD

With Optica of rail between Calling Ports in Japan.

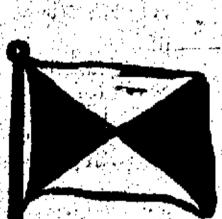
Fitted with New System of Wireless Telegraphy. I Cargo only. * Carries Deck Passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PAGIFIG BAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

KUSUMOTO, MANAGER [13—125

703]



STEAMSHIP COMPANY, LIMITED.

| Steamship Tons | CAPTAIN | FOR SAILING DATE. |
|---|---------------------|---|
| TIEUBI 2540 ZAFIRO 2540 | A. Fraser R. Rodger | Manila On 11th June, Noon Manila On 18th June, Noon. |
| For Freight or Passage a Hongkong, 6th June, 1910. | pply tô | SHEWAN, TOMES & Co., General Managers. [12 |

INDO-CHINA'S NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) STEAMERS TO SAIL.

THENTSIN VIA WEIHAIWEI. "CHEONGSHING" Friday, 10th June, 4 P.M.

"SHANGHAI, KOBE & MOJI "FOOKSANG" Friday, 10th June, Noon.

"SHANGHAI" SINGAPORE, PENANG & CALCUTTA" KUTSANG" Saturday, 11th June, Noon.

"SANDAKAN MAUSANG" Friday, 14th June, Noon.

"MAUSANG" Friday, 17th June, Noon.

"YUENSANG" Friday, 17th June, 4 P.M.

"YUENSANG" Friday, 17th June, 4 P.M. RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS.

The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtese Ports, Chefoo, Tientsin & Newchwang Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twao, Usukan, Jesselton and Labuan.

Telephone No. 215, Std. Exch. 4.
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATICCO, LD GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. DESTINATION DATE OF SAILING. STEAMERS SHANGHAI, YOKOHAMA and KOBE "NIPPON" Beginning of June.

MARSEILLES, COPENHAGEN and } "CANTON" Middle of June. For Further Particulars apply to MELCHERS & CO.

Hongkong, 21st May, 1910.

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TIAKING Cargo at Through Bates to all European North Continental and British Ports, also Trieste, Liebon, Oporto, Marseilles, Genca, and other Mediterranean, Levantine, Black Sea and Baltic Ports,

and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

FOR HAVEE & HAMBURG: OUTWARD. B.S. SENEGAMBIA ... 8th June. FOR HAVER & HAMBURG: S.S. SUEVIA... ... 19th June.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. ARCADIA ... About end of June. FOR SHANGHAI, KOBE & YOROHAMA : S.S. ARABIA ... 15th June. S.S. MECKLENBURG 1st July. FOR HAVEE & HAMBURG: S.S. WESTPHALIA ... 3rd July.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SITHONIA .. About middle of July S.S. SCANDIA ... 14th July. 8.8. SAXONIA ... 28th July. 8.8. SPEZIA ... 12th Aug. FOR HAVEE & HAMBURG: S.S. ARABIA 17th July.

Further Particulars, apply to-Hongkong, 1st June, 1910. Hongkong Office.

SOUTH AMERICAN TINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, MIC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU 11,000 tons gross ... Sail June 25th, at Noon.

For particulars apply to N. YAMADA, Acting M. mager. TOYO KISEN KAISHA, King's Building.
ILingkong, 31st January, 1910.

The second of th

REGULAR THREE-WEEKLY SERVICE BETWEEN

| STEAMER | From | EXPECTED ON OR ABOUT | WILL LHAVE FOR | ON OR ABOUT |
|------------------------|----------------|--|-------------------|---|
| TJIPANAS TJIBODAS | JAPAN JAPAN | First half of June First half of June | AYA | First half of |
| TJILATJAP TJILIWONG | JAVA JAVA | Second half of June Second half of June | JAPAN SHANGHAI | June Second half of Second half of |
| UIMAHI UIKINI | JAVA JAVA | First half of July Second half of July | JAPAN SHANGHAI | June First half of July Second half of July |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

Hongkong, 7th June, 1910.

York Buildings, 1st Floor.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE. THE CHICAGO, MILWAUKEE AND PUGET SOUND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Point in the U.S.A. and Canada, also to the principal ports in Merico.

| Central and South America. | | भ अपने अपने विश्वविद्यालया है |
|--|--|--------------------------------|
| | Tons (Gress reg.) | Shan arthau. |
| TACOMA VIA KEELUNG, "TACOMA MARU" MOJI, KOBE and YOKO- HAMA "TACOMA MARU" Capt. H. Yamamoto | 6,178 | WED DAY, 154 June, at Noon, |
| TACOMA VIA MOJI, KOBE "PANAMA MARU" and YOKOHAMA Capt | A BAY A LOT MODES BAY A REPORT OF A BAY BAY A RESERVED | WED DAY, 29t June at Noon |

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE STRAMERS LEAVES. ANPING VIA SWATOW "SOSHU MARU" WED'DAY, 8th June, Capt. Y. YAMAMOTO SHANGHAI TIA SWATOW. "CHOSHUN MARU" THURSDAY, 9th June, AMOY & FOOCHOW Capt. T. Suruga at:10 A.M.

TAMBUI VIA SWATOW, "DAIJIN MABU" SUNDAY, 12th June Capt. Y. KUBURAKI at 10 A.M. Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shangbai in connection with the Nanking Exposition from June 1st, 1910. Fair Speed. Superior Passenger Accommodation. Electric Light throughout First Class Cuisine.

The Newly Built Steamers : "CHOSHUM MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local-Branch Office, at Second Floor, No. 1, Queen's Buildings,

T. ARIMA, MANAGER

THOS. COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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FOREIGN MONEYS exchanged. OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBIT

TION of 1910. Head Office for the Far East:-Japan Office. 16, DES VŒUX BOAD,

32, WATER STREET. HONGKONG. TOROHAMA, THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS. \$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCKBEER

TAKEN WITH YOUR MEALS \$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

TAL BREWERY, TID., 55 & 57, DES VŒUX ROAD.

Per Skansi, from Tsingtau, Mesers J. Fis- Per Armand Behic, for Japan, Madame Flint, cher, String, S. W. Moossven, Atmerthus and Mr D. M. Fraser, Mr J. R. Barrott, Mr Pierre

PASSENGERS.

Mr. J:- Ishikawa, Mr. Antonio Lao and Mrs L.

Neitman; for Sydney, Miss M. B. Boyel, Mr J.

B. Balfour, Miss E. Caird, Mr L. Dawson, Mr Per Kwanglee, from Shanghai, Mr Jobst and H. Edols, Mr A. Klamp, Mr.C. El Nasbit, Miss Miss Maggen.

Per Cheongshing, from Tientsin, Sergt. M. Melbourne, Mr N. F. Highelt and Miss E. C. Hoper and Sergt. Bower.

Highett.

Per Haimun, from Haiphong, Mr and Mrs G. de Rossi and suite. DEPARTED.

Captain Lloyd Jones, Mr. Whittaker and Mr. J. M. Friser, Mr. J. R. Barrott, Mr. Pierre

Per Shacheing, from Shanghai, Mr. Holden,
Captain Lloyd Jones, Mr. Whittaker and Mr. Per Tourane, for Europe, Ltd. Mr. Alfredo P.

Asimead.

Per Kumano Maru, from Japan, &c., Mr. J. Schibelstein, Mr. A. du Blo, Rey. Pere P.

V. Brownell, Mr. V. Hashimoto, Mrs. K. Yama
Mr. D. M. Friser, Mr. J. R. Barrott, Mr. Pierre

Per Tourane, for Europe, Ltd. Mr. A. fig. Alfredo P.

Carmo, Rev. Pere Sudre, Mr. F. S. Ellis, Miss

No. Behibelstein, Mr. A. du Blo, Rey. Pere P.

Roucoule, Rev. Pere V. Donnassol, Capt. Yein

Bing, Messrs O. Teemvissen, Jacques Effren,

Shild, for Manila, Miss J. S. Jackson, Mr. S. L.

Person, Mr. P. H. Stevens, Mrs. D. W. Vickers, and Ferguson.

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Hongkong: 4, Queen's Building. Telephone 960.

POST OFFICE NOTICE Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE. Mails from EUROPE via SIBERIA :--Vessel Date due in Hongkong. from London. Assays. 20th and 21st May.

The Asia, with the American mail is due to arrive here to-day.

The Arcadia, with the English mail of the 13th ultimo, left Singapore on Friday, the 3rd instant, at 2.30 p.m., and may be expected here to-day. The parcel mails closed in London for despatch by the all sea route on the 4th of May and for despatch overland on the 11th of May. DATE. FOR Wednesday, 8th, 8.00 A M Wednesday, 8th, 9.00 A M Wednesday, 8th, 9.00 A M Swatow and Shanghai 8th, 11.00 A M 8th, 11.00 A M Yawata Maru 8th, 1.00 P M

Yagasaki, Kobe and Yokohama Hakata Maru Shanghai and Kobe Shanghai
SIBERIAN MAIL TO EUROPE
Fort Bayard Arcadia ... Sui Cheonig Fukui Maru Choshun Maru Lightning 3.00 P M

SAVE cent. per

Fooksang ...

16, 32, 50, 100, 200 c.p.

Swatow, Amoy and Foochow

Shanghai, Kobe and Moji

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METALLIC

" OSRAM"

LAMP

(BRITISH MANUFACTURE)

ELECTRIC LIGHT BILL SO CONSIDERABLY THE LIGHT

BESIDES REDUCING YOUR

IS BETTER AND MORE PLEASING.

POINT 18 ANOTHER LAMP HAS TY I LONGEST LIFE, DO'S NOT BLACKEN.

AVOID IMITATIONS SEE THE WORD

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C. JACK & CO., LTD.,

ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS. 14 DES VEUX ROAD CENTRAL TRLEPHONE 358.

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BLEND" PORT WINE, DOURO SHERRY, LA TORRE

SHERRY, AMOROSO

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VALUE. PAID UP. CLOSING QUOTA-

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special vacuum process, it therefore retains that delightful aroma and exquisite flavour natural to the finest tobacco leaf.

DISAPPOINTS NO ONE,"

Packed in tins containing 1 lb. with a handsome curved case which fits the pocket, and is the most convenient way to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS:

| | | 100 m | June 7th |
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| On Londo | N : | | The second |
| / Tolegra | mhio Trans | fer | 1/91 |
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| | | | er cent |
| Chinese | 20 cent | a pieces | .28.83 discour |

Hongkong ...20 longkong ...10

SHARE LIST.—QUOTATIONS.

HONORONG, JUNE 7TH, 1910.

SHARES,

STOCKS.

| The Charles of the second of t | DHABES, | | | TIOMS CASH. | |
|--|--|--|---|--|------------|
| BANKS.— | | | |) \$945, seliers | • |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$ 125 | all | £91. | · : |
| National Bank of China, Limited | 99,925 | £7 | £6 | \$76, buyers | . <u> </u> |
| Bell's Ashestos Eastern Agency, Limited | 8,604 \$9,000 | 12/6 \$12 | 12/6 \$12 | \$10, buyers \$10½, sellers | |
| China Borneo Company, Limited | 50,000 | \$10 | \$10 | \$2 sellers | |
| China Provident, Loan & Mortgage Co., Ld., | 50,000 200,000 | \$1 \$10 | \$1 \$10 | \$87, sellers | |
| Corron Mills. | | Tla. 50 | Tls. 50 | | |
| Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld | 20,000 125,000 | \$10 | \$10 | | |
| International Cotton Manufing Co., Ld. Laou-Kung-Mow C. Spin.&Weav.Co.,Ld | 10,000 8,000 | Tls. 75 | Tis. 75 | | |
| Boy Chic Cotton Spinning Co., Limited | 2,000 | T .s. 500 | Tls. 500 | ла. 250. | |
| Dairy Farm Company, Limited | 40,000 | 873 | 46 | \$19, sales | |
| DOCKS AND WHARVES, Wharf & G. Co., Ld. | 60,000 | 8 50 | | \$58, buyers | |
| Hongkong and Whampon Dock Co., Ld. New Amoy Dock Co., Limited | 50,000 10,000 | \$50 \$63 | all \$63 | \$58, sellers \$9, sellers | \$ 1. 2 |
| Shanghai Dock and Engineeric Co., Ld. Shanghai and Hongkew Wenri Co., Ld. | 55,700 | Tls. 100 | Tls. 100 | Tis. 76. | |
| Shanghai and Hongkew W garf Co., Ld. | 36,000 18,000 | | 1 Language 200 AV 47 | | |
| henwick & Co., Limited | 400,000 | | . 1 | Care to a second of the second of the | |
| Green Island Conent Co., Limited Hongkong and China Gas Co., Limited | 7,000 | £10 | all | \$205. | _ |
| Hongkong Electric Co., Limited | 60,000 12,000 | 310 | \$10 \$50 | \$20, seliers \$1071, | |
| Hongkong Hotel Company, Limited | 8,000 | *** } | •25 | 2834. >160, sellers | • |
| Hongkong Ice Company, Limited | 5,000 60,000 | \$25 \$10 | | \$212, Bellers | |
| INSURANCES.— Centon Insurance Office Co., Limited | 10,000 | | \$50 | 81774 | |
| China Fire Insurance Co., Limited | 20,000 | \$100 |) \$20 | 3115, buyers | |
| China Traders Insurance Co., Limited Hongkong Fire Insurance Co., Limited | 24,000 8,000 | \$250 | \$50 | 3347, buyers | - |
| North-China Insurance Co., Limited Union Insurance Society, Limited | 10,000 12,400 | £1. | | | |
| Yangtere Insurance Association, Limited | 12,000 | 9 July 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | |) \$23C. | |
| LANDS AND BUILDINGS.— Hongkong Land Invest. Agency Co., Ld. | 50,000 | | | | |
| Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. | 150,00x | | | | - |
| Skanchai Land Investment Co., Limited | 78,000 12,500 |) Tls. 5 | _ 1 · · · · · · · · · · · · · · · · · · | . 1 — — | |
| West Point Building Co., Limited | | | | | , |
| BociétéFrançaise desCnarb ges du Tonkin Raub Australian Gold MiningCo., Ld | 16,000 200,000 | | | \$625. 0 \$73, sellers | |
| | 25,000 | 81 | C all y | \$144, x.d. | |
| Peak Tramways Co., Limited: Philippine Co., Limited | 50,000 75,000 | 31 | | | |
| | 20,00 | | اله 0 | \$170, sellers | 4 |
| China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited | 7,000 | | O sll | \$28, sellers | |
| Robinson Piano Co., Limited | 4,000 | 0 \$5 | 0 \$5 | 0 \$50, seliers | |
| STEAMSHIP COMPANIES.—China and Manile Steamship Co., Ld | 30,00 | | _ 1, | 1 1 - T | 1 |
| Douglas Steamship Co., Limited Hongkong, Canton & Macao S.B. Co., Ld. | 20,00 80,00 | 0 ≱1 | | 5 2293, sellers | |
| Indo-Chins Steam Navigation Co., Ld | 60,000 pref 60,000 def | £ | 5 ali | 68 sal. L'don £6.10. | |
| Shell Transport & Trading Co., Limited | 2,000,00 | 0 £ | | | |
| Star Ferry Company, Limited | 10,00 10,00 | 0 \$1 | 0 \$ | 5 1 \$14, sellers | |
| South China Morning Post, Limited Steam Laundry Company, Limited | 6,00 20,00 | | 5 \$2 5 \$ | | |
| STORES AND DISPENSARIES | 1,20 | | | | |
| Campbell, Moore & Co., Limited Wm. Powell, Limited | 15,00 | 0 8 | 7 | 7 \$3, sollers | 1 |
| Watkins, Limited | . 10,00 90,00 | Q \$1 | 0 \$1 | 0 86, z.d. buyers | |
| Weissmann Limited | 9,900 ords | | | 0 \$10, bayers 4 \$111, sellers | |
| United Asbestos Oriental Agency, Limited, | 100 fder | 8 \$1 | 0 31 | 0 \$300. | |
| Union Waterboat Co., Limited | . 50,00 | | | | |
| Singapore and Johores Balgownies | | | | \$20 (Str.) \$20 (Sts.) | |
| Pegohs | | | | \$48 (Sts.) 6 6 27 6 | |
| Aliagars Angle Malays | | | | 27/6 | 1 |
| Castlefields, fully paid Highlands and Lowlands | | | | 125/- | 1 |
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| United Berdangs | graph of the form of the second | | | 80/- | |
| Fastern and International | | | | 30/- prem. 6/6 | ٠, |
| London Ventures | | | | The state of the s | |
| Merlemans Batu Tiges | | | | 7/- 90/- | |
| | The state of the s | The second of the second | in I shaka i | | 1.1 |

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| otations are:— 2,100/2,120 pe Cold \$2,130/2,140 | | | 8 | |
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